The Bombay Gazette.

No. 7,562.—New Series. BOMBAY :—THURSDAY, JUNE 9, 1870. Annual Subscription in Advance...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town:	Rs. 52 0
——— including postage	„ 72 0
For half year in advance, delivered in Town	„ 28 0
——— including postage	„ 38 0
For three months' advance, delivered in Town	„ 16 0
——— including postage	„ 21 0
For one month, delivered in Town	„ 6 0
——— including postage	„ 7 12
Single Copy for Cash	„ 0 4
Back Numbers	„ 0 8

TERMS FOR ADVERTISEMENTS.

Ten lines and under

First insertion	Re. 5 0
Second Ditto	„ 2 8
Third Ditto	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

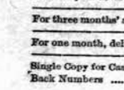
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam ship DACCA, 1,650 tons, 300 H.P., Commander Geo. Bevis, will be despatched on the 21st June 1870 at noon.

During the S. W. Monsoon viz. from the beginning of June to the end of August, the steamers do not communicate with the ports of Rutnagherry, Vingorla, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, and Cochin, but passengers for these ports and the Neilgherries may be landed at Narrakal, six miles north of Cochin from whence they may proceed by back water to stations on the Madras Railway.

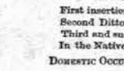
Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)



THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundur Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussorah.

The Steam-ship PUSHKUR, 650 Tons, 120 H. P., Commander R. L. Turner, will be despatched on the 11th June 1870, at 4 P.M.

Up.	June.	Down.	July.
Leave Bombay	11	Leave Bussorah	1
„ Kurrachee	15	„ Fao	3
„ Gundur	16	„ Bushire	5
„ Muscat	19	„ Linga	7
„ Bunder Abbas	21	„ Bunder Abbas	9
„ Linga	22	„ Muscat	11
„ Bushire	25	„ Gundur	13
„ Kurrachee	26	„ Kurrachee	15
Arrive Bussorah	27	Arrive Bombay	19

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Saturday at 4 P.M.

N.B.—Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY, VIA THE SUEZ CANAL.

THE Italian Steam Navigation Company of Messrs. R. RUBATTINO & Co., under contract with the Italian Government, for carrying the Royal Mails between Genoa, Sardinia, Corsica, Sicily, Ancona, Trieste and Alexandria, have resolved to run, for the present, MONTHLY STEAMERS from Bombay to the above-named Italian Ports, for which purpose four new English-built First Class Steamers of 2,000 Tons each, now in course of construction, will be put on the line very shortly.

The steamers will leave this Port about the end of each month until further notice.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£23	£15	£4	Without Food
Suez	38	22	8	
Port Said	40	24	8	
Messina	48	28	12	Including Wines.
Naples	50	35	15	
Leghorn	53	39	15	
Genoa	58	36	15	

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Passengers are allowed to break the voyage at any of the above-named Mediterranean Ports, and are free to proceed by any of the Company's vessels to the port of destination marked on their Ticket.

Passengers returning within 6 months of their departure from Bombay by the Steamers of the Company, are entitled to a reduction of 20 per cent. on the Return Fare.

Berths may be secured in advance by depositing half the amount of fare.

In accordance with the above, the first of the Steamers which have been built for this line, the INDIA, 2,000 tons, affording superior accommodation for 1st, 2nd, and 3rd class passengers, will be despatched from Bombay about the end of June or in the first day of July.

The s. s. INDIA has 52 first and 40 second class berths.

For prospectus and rates of freight apply to

VOLKART BROTHERS,

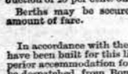
Agents Rubattino Steam Navigation Company.

Bombay, 9th June 1870.

NEW OVERLAND ROUTE

(via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, ALEXANDRIA (in case of need), and MARSEILLES.



LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.—MARC FRAISSINET PERE and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL.

Freight.—The Company undertake to grant through Bills of Lading for the above, and most other Continental Ports and also to Liverpool. They have further made arrangements to forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Freight on Goods shipped to Europe to be payable at destination.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped to the Continent by their own Steamers. Premiums of Insurance from Bombay to Marseilles ½ per cent.

The undersigned are further prepared to receive Merchandize f om up-country, and to forward same to any part of Europe.

PASSENGER RATES.

(Is clusive of Wines, and all Transit Fees through the Canal.)

	1st Class.	2nd Class.	Deck.	
To Aden	£ 25	£ 15	£ 5	Without food
„ Suez	£ 40	£ 22-10	£ 8	
„ Port Said	£ 42	£ 24	£ 9	
„ Marseilles	£ 56	£ 36	£ 14	

Children under three and under ten years of age, half fare.

The Company issue Return Tickets available for six months, deducting 20 per cent from the cost of the Return Passage.

The Steamers carry both Doctor and Stewardess.

Departures from Marseilles on the 1st and from Bombay about the 7th of each month.

Owing to the Monsoon, the departures fixed for July and August, have been suspended.

The fine Steam Ship EUROPE, 3,500 tons, Captain Martino, will be despatched on or about the 7th September next.

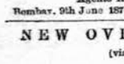
For further particulars, rates of Freight, &c., apply to

KUNKLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 6th June 1870.

FOR MADRAS.

With Immediate Despatch.



THE first-class Barque SEA BIRD, Captain Martin, 322 Tons. For Freight apply to

Messrs. FINLAY, SCOTT & Co.,

Bombay, 6th June 1870.

NOTICE.—Consignees of CARGO per Ship STOCKBRIDGE, arrived from Calcutta, are requested to SEND BOATS alongside at once to take delivery; otherwise the same will be landed by Captain Rickett's, without further intimation, at the risk and expense of the consignees.

W. NICOL & Co., Agents.

Bombay, 6th June 1870.

MERCHANTS' TRADING COMPANY.—NOTICE.—Consignees of CARGO per S. S. BRAZILIAN, whose goods have been landed by the Vessel's Dubash, are hereby requested to take delivery at once; otherwise the said goods, now lying in the Custom House Bunder, will be deposited, at Owner's expense, in the Government Warehouses.

LAWRENCE & Co.,

Agents S. S. Brazilian.

THE TWENTY-FIVE LAKH LOAN CASE.

Now Ready, at *Bombay Gazette* Office,

JUDGMENTS delivered by Mr. Justice Westropp and S (Charles Sargent in the case of the

BANK OF BOMBAY

versus

THE ORIENTAL BANKING CORPORATION.

The above have been reprinted in Pamphlet Form, and copies may be had in this Office. Price ONE RUPEE.

Bombay Gazette Office, April 4.

SHIPPING.

OVERLAND FREIGHT ROUTE VIA SUEZ CANAL.

THE Bombay and Bengal Steam Ship Company, take cargo to Liverpool, London, and Havre, via the Canal.

Rates of Fare for Passengers.

To Liverpool via Suez Canal—1st class £50; 2nd class £35.
To Suez—1st class £40; 2nd class £22 10s.
To Trieste (exclusive of Transit)—1st class £53; 2nd class £34.
} Exclusive of Wines.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathbone & Co., Alexandria; or to the undersigned in Bombay.

STEARNS, HOBART, & Co.

Bombay, 8th June 1870.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

IN addition to the Monthly Line of Steamers between BOMBAY and TRIESTE, the Company have received upon establishing a transhipment service at Port Said for goods shipped for Trieste by steamers sailing underany flag whatever from the JAPANESE, CHINESE, and INDIAN Ports to MEDITERRANEAN or BRITISH Ports via Suez Canal.

Merchants and Shippers, who avail themselves of this mode of conveyance, are respectfully requested to address such goods to the Austrian Lloyd's Agency at Port Said, which will care for their transhipment upon and forwarding by the Company's weekly steamers, running between that port and Trieste, via ALEXANDRIA, charging the following rates of freight:—

Cotton, Wool, Skins, Tea	24 shillings per ton of 40 Eng. c. ft.	
Indigo, Silk	90 „ „	20 cwt.
Gum, Incense, Coffee, Pepper		
Oil-Seeds, Ginger, Rice, Oils, &c.	40 „ „	20 cwt.

inclusive of transhipment-expences, as also of eventual charges for disembarkment, storing, and re-embarkment. On these rates a reduction of 8s. per ton of 20 cwt. is allowed when goods are received and embarked at Port Said by any other medium than that of the Lloyd's Agency.

The Company undertake, at Merchant's request, the Insurance against Sea risks at the following premium per cent Ist.

From Port Said to Trieste	8 shillings
from 1st of April to 30th Sep.	10 „
1st of Oct. to 31st Mar.	

Goods for Odessa and ports of the Syrian, Turkish and Greek Coasts, touched at by the Company's steamers, will also be received and forwarded at the above rates of freight.

Trieste, 15th February 1870.

By order of the Board of Directors,

A. C. GUMPRICHT & Co.,

Agents of the Austrian Lloyd's Steam Navigation Company.

Bombay, 23rd March 1870.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear:—

REQUIREMENTS.

4	Dozen Silk and Wool Shirts.	1	Rug with straps.
2	„ Under Vests.	1	Maud.
2	„ Linen Collars.	1	Inverness Cape.
1	„ Fine Cotton Socks.	1	Hand Portmanteau.
1	„ Fine Merino Socks.	2	Overland Trunks.
1	„ Fine Merino Drawers.	1	Clothes Bag.
1	„ Colored Handkerchiefs.	1	Travelling Hat.
1	„ White Cambric.	1	Courier Bag.
1	Overland Suit.	1	Easy Chair.
2	Sleeping Suits.	1	Umbrella.
2	Pairs of Kid Gloves.	1	Pair of Brushes.
6	Scarfs and Ties.		Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

NOTICE.—Consignees of CARGO per ship CITY OF TANORE, arrived from Glasgow, are requested to DESPATCH BOATS at once to take delivery; otherwise the same will be landed by the Captain, without further intimation, at the risk and expense of the concerned.

W. NICOL & Co., Agents.

Bombay, 8th June 1870.

CENTRAL INDIA FINANCIAL CORPORATION, Limited, (in Liquidation).—NOTICE is hereby given, that pursuant to Clause 17, Section 95, of Act XIX of 1865, a GENERAL MEETING of the SHAREHOLDERS in the above Corporation will be HELD at the Office of the Corporation, No. 19 Forbes Street, on THURSDAY, the 16th instant, at half-past 2 P.M.

M. ROONAN, Liquidator.

Bombay, 8th June 1870.

TO EXECUTIVE LOCAL FUNDS AND MUNICIPAL ENGINEERS.—A YOUNG MAN, experienced in Conservancy and Public Works, will be OPEN for an ENGAGEMENT as SUPERINTENDENT after 1st July.

For ability, steadiness, and attention to duty, first-class testimonials can be given. Address H. B., care of

JAMES W. ALLAN & Co.,

No. 22 Apollo Street.

METAL MART, BORER BUNDER.—FOR SALE, 6, 8 & 10 H. P. Portable ENGINES, by Messrs. Clayton and Shuttleworth.

7 inch Centrifugal Pump, by J. & H. Gwynne.

Double Barrel Hand Pumps.

Hand Pumps on Tripod Stands.

Eade's Patent Pulley Blocks.

Traversing and Halley's Jacks.

Contractor's Plant of all kinds.

Galvanised Corrugated Iron, in sheets, 6, 7 & 8 feet long, 16, 18, 20 & 24 gauges.

Plans and Estimates given for Ornamental Gates, Railings, and all description of Machinery.

W. NICOL & Co.

AUCTION SALE of LANDED PROPERTY at NOWROJEE HILL, 2nd Row.—On TUESDAY, the 14th June, at 2 P.M., Messrs HEERALALL & Co. will SELL by PUBLIC AUCTION, on the premises, by order of the mortgagee, Dewa Daya, Sawa Punna, Dulla Khooma, and Purshun Khooma, on account and risk of the mortgagors, Limbabaee, widow of Pandoo Bhoor, Patell, and Baia Pandoobe, all that piece or parcel of LAND or FAZENDARIE GROUND (Shirroof Mauchijee Mecwanjee Setna is the Fazendar), with the messuage, tenement or dwelling-house erected, built, and standing thereon, situate, lying, and being outside Fort, fronting on the west of Nowrojee Hill 2nd Row, in the subdistrict of Bhooleshwar, assessed under No. 134, containing by admeasurement 31 feet in length and 23 feet in breadth or thereabouts, and abounded as follows: on or towards the east by the house of Kassoba Pharsooi, Patell, on or towards the west by the house of Bapjee, on or towards the north by the house of Nagoo Dhunna, Patell, on or towards to south by the house of Pandoo Bhoor, Patell.

For further particulars apply at the office of the undersigned, No. 9, Hummum Street, Fort.

HEERALALL & Co.

NOTICE.—Lieutenant-Colonel GEORGE VIVIAN WINSCOM, deceased.—Pursuant to Act XXVIII of 1866 of the Legislative Council of India, entitled, "The Trustees' and Mortgagees' Powers Act 1866," NOTICE is hereby given, that all persons being Creditors of, or otherwise having any claims upon or against, the Estate of George Vivian Winscom, formerly of Southgate, in the County of Middlesex, in England, but late of the City of Madras, in the Presidency of Madras, in the East Indies, a Lieutenant-Colonel in the Royal Engineers, attached to the Madras Presidency, deceased, who died on the fifth day of December 1868, and Letters of Administration of whose personal Estate and Effects (with Will annexed) were on the 6th day of June 1870 granted by the High Court of Judicature at Bombay to ROBERT VALENTINE REID, of Bombay, in the East Indies, one of the members of the firm of Messrs. Finlay, Scott & Co., are required on or before the 8th day of July 1870 to send to the said Administrator, at his Office, in Elphinstone Circle, Bombay, the particulars of their claims upon or against the said Estate, and that at the expiration of such time the Administrator will hand over the whole of the Assets of the said deceased to Robert Graham Meggison, of No. 7 Quadrant, Buxton, in the County of Derby, and Jane Ann Winscom, of Green Bank, Great Malvern, in the County of Worcester, the Executors named in the said Will, having regard only to the claims of which he shall then have notice. All persons indebted to the deceased's Estate, or having property of his in their hands, are hereby required to pay their debts and hand over such property to the said Administrator.—Dated this 8th day of June 1870.

ACLAND, PRENTIS & BISHOP,

Proctors, Bombay.

MATHEMATICAL INSTRUMENTS.

ROSEWOOD ELECTRUM-BOUND TRAY CASE, containing the best Electrum double-jointed needle-pointed instruments, by Elliott ..... Rs. 185, 135 to 115.

MAHOGANY TRAY CASE, containing best Electrum instruments, by Elliott ..... Rs. 65 to 50.

WALNUTWOOD TRAY CASE, containing best Electrum double jointed needle-pointed instruments, by Stanley ..... Rs. 90 to 65.

MAHOGANY TRAY CASE, containing the same instruments as the above, in brass ..... Rs. 50.

ROSEWOOD TRAY CASE, containing best Electrum instruments, by Stanley ..... Rs. 50.

MAHOGANY TRAY CASE, containing the same instruments as the above, in brass ..... Rs. 28.

MAHOGANY TRAY CASE, containing excellent brass instruments, by Stanley ..... Rs. 20.

WALNUTWOOD TRAY CASE, containing superior Electrum pocket tubular instruments ..... Rs. 50.

MAHOGANY TRAY CASE, containing the same as the above without the Proportional Compass and stay bar ..... Rs. 22

WALNUTWOOD TRAY CASE, containing Electrum patent tubular instruments ..... Rs. 18 to 12-8.

MAHOGANY CASE, containing the same as the above, in brass ..... Rs. 9-8.

POLISHED TRAY CASE, containing the following Brass Instruments of Swiss manufacture:—A pair of six-inch Dividers, with pen leg, pencil leg, and lengthening bar; a pair five-inch Dividers, a pair four-inch Dividers, with pen and pencil leg, Bow-pen, Howspencil, Drawing-pen, Scale, and Parallel Ruler, &c. ..... Rs. 18.

A similar case to the above of inferior finish ..... Rs. 12-8.

List of the contents of these cases can be had on application.

THACKER, VINING, & Co.

FANCY SOAP AND PERFUMERY.

PRIZE MEDALS, 1851, 1853, 1855, 1862, 1867.

F. S. CLEAVER'S

CELEBRATED

PRIZE MEDAL HONEY SOAP.

BROWN WINDSOR GLYCERINE SOAP,

MUSK ROSE WINDSOR, CARBOLIC ACID SOAP,

a most perfect Disinfectant and every description of CHOICE TOILET SOAP, POMADE & PERFUMERY.

32 and 33, RED LION STREET, LONDON, W. C.; PARIS, NEW YORK & MONTREAL Bonded Warehouse—LONDON DOCKS.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Crown" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above, must not be confounded with

"EWBANK'S NAILS,"

the quality of which is so well appreciated as being far superior to that of any other make.

P W :—N WPORT, MONMOUTHSHIRE, ENGLAND.

NOTICES.

THEATRE ROYAL, GRANT ROAD.

THE M. A. D. S.

MALABAR AMATEUR DRAMATIC SOCIETY.

Has the honour to announce that, in compliance with a generally expressed desire, a Performance will be given at the above Theatre

THIS EVENING, THURSDAY, 9TH JUNE,

Under the Patronage of

Capt. Chas. T. Curme, R.N.,

Capt. S. Douglas, R.N.,

AND THE OFFICERS OF H. M. SHIPS EUPHRATES AND MALABAR.

The proceeds, after paying expenses, to be given to the

STRANGERS' HOME.

The services of

Mr. and Mrs. Richardson and Signor Zelman have been secured for this occasion.

The Performance will commence with the laughable Farce, entitled,

AN AMPLE APOLOGY.

After which

THE MALABAR'S CHRISTY MINSTRELS

will appear,

The Entertainment will conclude with the Renowned Comedy of

BOOTS AT THE SWAN.

Stage Manager ..... Mr. H. RICHARDSON.

SEE DAY BILLS.

PRICES OF ADMISSION.

Dress Circle	Rs. 4	Upper Circle	Rs. 2
Stalls	3	Pit	1

Reserved Seats may be secured at Messrs. SOUNDY & Co.'s, where a plan of the Theatre can be seen.

Doors open at 8-15. Performance commences at 9 o'clock.

GOLD AND SILVER MEDALS AT THE BROACH AND AKOLA EXHIBITIONS 1868.

GOLD KEYLESS HUNTERS and SEMI-HUNTERS, Plain or Engine-turned Cases. Rs. 225.

FAVRE, LEUBA, & Co.

LADY'S small GOLD HUNTERS, Enamelled and Jewelled Cases. Rs. 150.

FAVRE, LEUBA, & Co.

SILVER KEYLESS HUNTERS, 1st quality, Patent Lever, extra finished. Rs. 100.

FAVRE, LEUBA, & Co.

SILVER HUNTERS, Patent Lever, 3/4 plate, in strong good Silver Cases, Engine-turned, very serviceable, warranted for two years. Rs. 50.

The same Watch, Keyless. Rs. 70.

FAVRE, LEUBA, & Co.

OFFICE CLOCKS, Patent Lever, Octagon or Round, imitation Walnut, 8-days, with Bell. Rs. 20.

FAVRE, LEUBA & Co.

PLATT'S MacCARTHY GINS.—Shortly expected to arrive a consignment of the above make of Gins, with all the latest improvements, self-feeds, &c. Orders can now be registered.

GREAVES, COTTON, & Co.,

Agents for Platt Brothers & Co.

No. 22 Apollo Street.

HOOP IRON, ex Riga and Henyon.—The undersigned have just landed a quantity of 1¼ inch Hoop, Iron made specially for Binding Cotton Bales. Any size of Hoop Iron made to order.

GREAVES, COTTON & Co.,

Agents for Maybury, Mathews & Co.,

No. 22 Apollo Street. Hoop Iron Manufacturers.

BLISTER, CAST, and SPRING STEEL.—Received, ex-ship Assaye, a consignment of Blister, Cast, Spring, and Shear Steels; Files of all descriptions, round in assortment of Chisels, Drills, and other Tools. Detailed price lists will be ready in a few days, and may be had on application to

GREAVES, COTTON, & Co.,

Agents for Sybry, Sears & Co.,

Cannon Steel Works, Sheffield.

No. 22 Apollo Street.

PLATT BROTHERS & Co., (Ld.,) Machinists.

HICK, HARGREAVES & Co., Engineers, Boiler Makers, &c.

THE undersigned have been appointed AGENTS in this country for the abovementioned Firms, and are prepared to furnish Estimates for Engines, Boilers, &c., Cotton Cleaning, Ginning, Spinning, and Weaving Machinery, Mill Fittings, and Stores. All orders and enquiries will meet with prompt attention.

GREAVES, COTTON, & Co.

No. 22 Apollo Street.

N. & H. GOULET'S CHAMPAGNE.—Just received, per steamer Alabama, a consignment of Messrs. N. & H. Goulet's CHAMPAGNE. This Wine from its dryness and general character is highly appreciated in England, and may now be had at the Godowns of the undersigned.

	Quarts.	Pints.
Dry Sillery Mousseux	at Rs. 27	Rs. 14 per dozen
Fine Dry Carte Blanche	at Rs. 32	Rs. 17 „
Finest Dry Vergonay	at Rs. 38	Rs. 20 „

GREAVES, COTTON, & Co.

No. 22 Apollo Street.

CLARENDON HOTEL, MATHERAN.

THE Proprietor of the above Hotel offers every accommodation to parties visiting this romantic sanitarium. The situation of the Hotel is equal to any on the Hill, and for quiet and comfort it is all that can be desired.

The Wines, Spirits, and Beers are of the very best quality.

Terms Moderate.

ICES! ICES!! ICES!!!

JEWANJEE'S EXCHANGE.

Messrs. JEEWANJEE & Co. beg to intimate that they have arranged to have Superior ICE CREAMS and WATER ICE always ready at their Tiffin Rooms, at the corner of Meadow Street and Hummum Street, at 4 Annas a Glass

JEWANJEE'S EXCHANGE.

(By JEWANJEE & Co., Proprietors Byculla Hotel)

Messrs. JEWANJEE & Co. beg to intimate that their FIRST CLASS TIFFIN and BILLIARD ROOMS in the commodious premises at the corner of Meadow Street and Hummum Street are open daily, and that Hot-chops, Steaks, and Oysters, &c., &c., are served up in a superior style, at a minute's notice.

The Billiard Room and ordinary Tiffin Room are on the ground floor, and on the first flat there are half a dozen nicely fitted up private rooms for tiffins.

A First class selection of WINES, SPIRITS, and BEER, &c.

JEWANJEE & Co.

BYCULLA REFRESHMENT ROOMS.

JEWANJEE and COMPANY, Proprietors of the Byculla Hotel, beg to intimate that they have now OPENED a REFRESHMENT ESTABLISHMENT in connection with their Billiard Room, adjoining the Byculla Hotel, where Steaks, Chops, and other Refreshments can be had at any hour at reasonable prices. Care will be taken to serve only first class meats, and excellent arrangements have been made for cooking at a moment's notice, by means of a patent stove, just received from Europe, any dish in the bill of fare.

Private Rooms have been expressly built for the accommodation of Visitors, in connection with the Billiard Room, which has been refitted, and in which there are now four first-class Billiard Tables, brilliantly lighted with Gas.

Wines and Spirits and American Drinks of every description can be had at the bar of the Billiard Rooms.

ENGLISH HOTEL, BRITISH HOTEL LANE, APOLLO STREET.

THIS Hotel is fitted up and furnished in the most complete manner; no expense has been spared to render it the most commodious and comfortable Establishment both for Gentlemen and Families to be found in Bombay.

The Sleeping Apartments and Sitting Rooms are replete with every convenience, and the strictest regard is paid to cleanliness throughout the premises. The Table will be found to be abundantly supplied with viands of unrivalled excellence, and the Culinary Department is under the immediate supervision of the Proprietor.

The Wines, Liquors, and Beer are of the very best description, supplied from the most celebrated houses in the London and Continental Markets. The Proprietor confidently recommends this Establishment to the patronage of Travellers and Residents, all of whom may be accommodated with the comforts of a home at moderate charges.

The Hotel is pleasantly situated, and within five minutes of the Railway Station and the Apollo Bunder.

GREAT EASTERN HOTEL, WINE & GENERAL PURVEYING COMPANY (Ld), ALLAHABAD BRANCH.

HOTEL DEPARTMENT ONLY.

ALLAHABAD having now become an important city, to meet its growing requirements, the Company has, at considerable expense, enlarged and improved their Hotel by the addition of an upper storey. It has its central position, and close proximity to the Railway Station, the Hotel offers to Travellers, wishing to break their journey, a comfortable and quiet resting-place, with Refreshments of the very best.

The Hotel is on the Queen's Road, Allahabad, and within an easy walk of five minutes from the Terminus. It is fitted up and furnished in the most complete manner, and suited both for Families and Single Gentlemen; but the upper rooms are more especially adapted for Families, as they can be occupied one, two or three, in suits, with capital Bath Rooms attached. These Rooms are also, without exception, the coolest and most comfortable in the station.

The Wines, Spirits and Beer are selected from the Company's stock in Calcutta, and fresh supplies are sent monthly, thus ensuring to visitors the best and most unexceptionable articles of the kind to be procured in the North-Western Provinces.

A first-class slate Billiard Table is provided for the use of the Residents, and for the amusement during the short interval of Gentlemen passing through. The room is detached, and at some distance from the main building.

Terms—STRICTLY CASH.

NOTICES.

MR. JOHN YOUNG LANG is authorized to SIGN our FIRM per PROCURATION from THIS DATE.

STEARNS, HOBART, & Co.

Bombay, 4th June 1870.

LOST on KALBADAVIE, a Silver-mounted Malacca crop RIDING STICK, with initials engraved thereon. Whoever returns the same to the office of this paper will be well REWARDED. Any one detaining same will be prosecuted.

TO MERCHANTS.

For Sale, at the Bombay Gazette Office, Price Rs. 11,

STREET'S INDIAN and COLONIAL MERCANTILE DIRECTORY for 1870.

Containing the Trade Returns, Tariffs, Populations, names of the leading Merchants and Traders, and much general information valuable to commercial men concerning the chief towns in India, Ceylon, China, Japan, the Eastern Archipelago, Mauritius, Australia, New Zealand, Tasmania, South Africa, Canada, British Columbia, South and Central America, West Indies, Mediterranean, and the United Kingdom.

In the Directory will be found particulars as to transit and passage rates, concise descriptions of each country and town, and principal products, banks and bank agents, &c., &c.

ALBERT POLICY-HOLDERS are requested to communicate with the undersigned before joining any other Office.

C. H. OGBOURNE.

5, Chowringhee Road, Calcutta, 20th May 1870.

ALBERT LIFE ASSURANCE COMPANY.

At a large MEETING of POLICYHOLDERS of the ALBERT LIFE ASSURANCE COMPANY and its ASSOCIATED OFFICES to-day, Mr. JAMES THOMSON in the Chair, the following RESOLUTIONS were adopted:—

1. "That the Policyholders approve and accept the scheme of reconstruction prepared by the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company, and now submitted to the Meeting, subject to such modifications as may be found expedient, and be sanctioned by the Court of Chancery."

2. "That this Meeting earnestly impress upon the Policyholders the importance of sending in their individual assents to the scheme as speedily as possible, so as to strengthen the hands of the Committee in carrying the same into effect."

3. "That the Policyholders consider it desirable and agree to pay the premiums due on their respective Policies to an account to be opened at the Bank of England and the Agra Bank, Limited, in the names of Messrs. Thomson, Bell, and Major-General Cunningham, three of the Members of the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company; the premiums to be returned, in case the Scheme of Reconstruction should not be carried out, without deduction of any kind."—*Times*, 29th April 1870.

The AGRA BANK, Limited, is PREPARED to RECEIVE PREMIA on Policies in the above Company, in terms of the foregoing Resolutions.

EDWARD MORRISS,

Manager, Bombay Branch.

Bombay, 1st June 1870.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES—LYONS.—The undersigned having been appointed AGENTS of the above-mentioned MARINE INSURANCE COMPANY are now prepared to accept Risks and grant Policies on every kind of Produce, either by Steamer or by Sailing Vessel to any Port.

All risks accepted by the Compagnie Lyonnaise d'Assurances Maritimes are participated in equally by the following old-established French Companies, viz.:—

Le Lloyd Francais, established 33 years.

La Compagnie Francaise, established 10 years.

Bombay, 19th April 1870. GADDUM & Co.

THE ORIENTAL SHIPOWNING ASSOCIATION, Limited (in Liquidation).—NOTICE is hereby given, that a GENERAL MEETING of the Shareholders of the above Company WILL BE HELD at the Association's Registered Office, Apollo House, Apollo Street, on SATURDAY the Eleventh day of June 1870, at 3 o'clock in the afternoon, for the purpose of appointing a Liquidator of the Company in the place of Mrs. DADABHOY BYRAMJEE, who has resigned that Office, or of empowering Mr. SORABJEE PESTONJEE FRAMJEE, the continuing Liquidator, or appointing any other gentleman, to act as SOLE LIQUIDATOR of the Company, as may be deemed advisable.

S. P. FRAMJEE, Liquidator.

Bombay, 3rd June 1870.

N.B.—The Notice which appeared on the 3rd June 1870 is hereby cancelled, and the above substituted instead.

S. P. FRAMJEE, Liquidator.

THE undersigned is prepared to receive TENDERS for the construction of a STONE WALL surrounding the HINDOO CREMATION GROUND at Sonapore up to the 16th June 1870.

The undersigned does not bind to accept the lowest or any Tender. Plan of the wall and conditions of the Contract and any other information can be had on application to the undersigned, at his residence, Girgaum Road, between 12 and 4 o'clock P.M.

VENAYERAO JUGONNATHJEE SUNKERSETT.

NOTICE to CONTRACTORS.—TENDERS are hereby invited for the SUPPLY of (600) six hundred Tons of Sand.

The Sandstone is to be of a quality suitable for spreading over Road Metal to make it bind.

The Sandstone is to be delivered at the different Metal Depôts in the Island, as shall from time to time be indicated to the Contractor, and is to be stacked ready for final measurement on or before the 15th August 1870.

Sample bags of the Sand it is proposed to supply should accompany the Tender.

Tenders are to be sent in on or before the 16th instant, to the address of Arthur Crawford, Esq., Municipal Commissioner for the City of Bombay.

The Commissioner does not bind himself to accept the lowest or any Tender.

By order of the Municipal Commissioner,

H. TULLOCH, Captain R.E,

Executive Engineer Municipality.

Executive Engineer's Office, Apollo House, 2nd June 1870.

GREAT INDIAN PENINSULA RAILWAY.

CONTRACT FOR COTTON WAGGONS.

The Agent of the G. I. P. Railway Company is prepared to receive TENDERS for the construction of 300 COTTON WAGONS, the Company supplying the iron work.

They will be issued in lots of 100 each, and one lot only will be given to one Contractor, or firm of Contractors.

Persons tendering will state the price per wagon. The wagons will have to be built in the neighbourhood of Byculla.

Specifications and Forms of Tender, on which only tenders will be received, can be had and a pattern wagon seen on application at the office of the Locomotive Superintendent, Byculla.

Tenders sealed up and marked "Tenders for Cotton Wagons" must be lodged at the Agent's Office, Elphinstone Circle, by 2 P.M. on 18th instant.

The Agent does not bind himself to accept the lowest or any Tender, and the party will have to give security to the amount of Rs. 5,000.

C. W. HAWKINS,

Locomotive Superintendent.

4th June 1870.

DRIVERS WANTED on the Great Indian Peninsula Railway. None but men with good characters need apply.

C. W. HAWKINS,

Locomotive Superintendent.

4th June 1870.

MESSRS. BADHAM & COMPANY, APOLLO HOUSE, BOMBAY.

		Rs.	a.
BADHAM'S	Celebrated Wove Flannel Shirts	9	0
BADHAM'S	„ Silk and Wool	9	8
BADHAM'S	„ Indian Shirt	7	0
BADHAM'S	„ French Colored Shirts	6	5 per doz.
BADHAM'S	„ White Shirts	60	0 „
BADHAM'S	„ verland Suits	35	0
BADHAM'S	„ Travelling Suits	35	0
BADHAM'S	„ Silk & Wool Sleeping Suits	20	0
BADHAM'S	„ All Wool Sleeping Suits	18	0
BADHAM'S	„ Indian Suits for Sleeping	16	0
BADHAM'S	„ Serge Suits	40	0

HOSIERS, GLOVERS and GENERAL WAREHOUSEMEN.

By appointment

To His Excellency the GOVERNOR GENERAL of INDIA.

CHESSON and WOODHALL'S LIBRARY, No. 11, HUMMUM STREET, BOMBAY, AND No. 1, EAST STREET, POONA.

NEW BOOKS ARRIVED PER S.S. SUMATRA.

Holme's Professor at Breakfast Table		Rs.	1 0
Fairholt

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

MARKET dull and declining.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	110
22,000	1,000	all	5 p.ct.	Bank of Bengal	1,475
10,000	500	all	5 p.ct.	Ditto of Bombay New	642½
10,000	500	100		Ditto 2nd Res. Issue	197½
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,400
20,000	250	all	5 p.ct.	Chartered Mercantile Bk. of L. L.& China	33½
40,000	20	all	5 do.	Chartered Bk. of I. & C.	195
37,000	250	195	5 do.	National Bank of India	132
10,000	250	87½	12 do.	Oriental Bank	402½

PRESS COMPANIES

150	5,000	2,850	250ps.	Akbar Cotton Press Co.	2,150
200	2,000	1,100	100do.	Albert Co. Kurrachee	810
250	3,330	850	60do.	Alexandra Press Co.	610
	12,000	11,000	200do.	Apollo Press Co.	8,003
200	2,000	all	375do.	Bombay Press Co.	2,125
200	500	all	393do.	Do. New	525
500	1,880	all	800do.	Colaba Press Co	7,000
250	2,000	all	...	East India Press Co	1,150
150	2,500	all	200*	Fort Press Co.	9,400
300	2,000	1,900	...	Framji Cowasji Press	1,015
200	6,000	all	246 ps.	Hydraulic Press Co.	2,000
1,000	5,000	2,000	100 ps.	Kurrachee Press Co.	1,000
1,750	1,000	55	...	Mofus. Press & G. Co.	385
125	2,500	all	350*	Prince of Wales Press	2,500 nl.
225	2,000	750	200 ps.	Victoria Press, Madras	1,375
150	2,000	all	150 ps.	Tinnevelly Press Co.	1,250
400	1,500	...	...	Carwar Company	930 ex.d.

*Per share for the half-year.

RAILWAY COMPANIES.

...	£20	218.3.6	5 p. c.	G. I. P. Railway Consolidated Stock	240
...	£20	109.1.5	do.	Do. New £20 shares	117
...	£ 0	13.10.2	do.	Do. ...	...
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1,100
...	£15	196.5.1	do.	Do. New Shares	200

SPINNING AND WEAVING COMPANIES.

500	2,000	1,000	50	Albert Mills Co.	835
100	500	50	115*	Alliance Spinning	2,000
100	500	99	...	Bombay	2,800 nl.
100	500	all	30**	Bombay United	760
100	500	all	...	Branch Mills	190
100	500	all	...	Dharumsey Spinning	1850 nl.
100	500	all	150 p.	Great Eastern	1,440
100	500	all	50	Manockji Petit's	730 ex.d.
1,000	1,000	all	...	Oriental	1,450
500	2,500	2,500	...	Royal	1,425

*Per share for the half-year.

LAND COMPANIES.

4,000	2,000	all	Rs. 65	Colaba Land Co.	1,770
10,800	1,000	all	Rs. 30	Elph'st'ne Land	1,110
10,800	1,000	650	11-14	Do. New	700
5,000	150	all	Nil	Fenn's Land & Pier Co. Ld	138
2,000	5,000	4,100	Nil	Mazagon Land	1,220
5,000	2,000	1,675	Nil	Fort Canning	345

MISCELLANEOUS.

	2,500	1,500	125 ps.	Bombay Burmah Trading Corporation	825
4,000	50	all	8pc.	Mechanics' F'd'g's Co.	33
500	2,000	300	9	Kurrachee Landing and Shipping Company	150
2,000	500	all	Nil	Treacher & Co.	365

BANKS IN LIQUIDATION.

		Date of L'dation.		
500	75	Jan. '36	Bank of Bombay	16
15	3½	...	Do. China	6½
200	35	Sept. '67	B'bay Trdg & B'nkg	6
50	40	Sept. '67	Brokers' Bank	15
250	2	Mar. '68	Central Bank	1½
...	...	Feb. '67	East India Bank's	22
200	68	May '67	Indian Peninsula	2
200	68	May '67	Royal Bank	5
150	74	Apr. '67	Old Financial	1½

CALCUTTA.

(From TOULMIN & CO.'s WEEKLY CIRCULAR, June 4.)

On the 1st of February last this Circular stated that the Bengal Cotton crop '69 was reported on reliable authority to be 40 to 50 per cent short. About the same date the Board of Revenue, North-Western Provinces, issued an elaborate blue book, in which it was confidently set forth that the crop '69 would be double that of '68. Para. 8th of the said blue book proceeds thus—"The successful prospects of the crop are everywhere reported to be most promising, and there is apparently no question that the yield will be singularly good as compared with that of last year: [illegible] Hillmann and Co. think they will not be far wrong in predicting a crop of double the magnitude of that of last year." The result and long of the question is this, that in February last the Government of India, in consultation with one of the ablest of the speculators in Bengal Cotton, gave forth to the world a statement that the crop of Bengal Cotton, for the year '69 would be 875,000 B. maunds, and after allowing the immense community several months to digest the information, it is only now we get at this late date to tell the world that it is now fixed the estimate of the Bengal Cotton crop as follows, viz.:

Government estimate of Bengal Cotton crop for the year '69	975,000 B. maunds.	
Government corrected estimated of same	463,000	,,

Now, considering that the Government issued its first estimate in February after the cotton crop had been mostly secured, and that the corrected estimate was only issued last month, the public have surely a right to object to such official blundering. In 1865 the Government committed the same mistake with this difference [illegible]

EXCHANGE ON LONDON has fluctuated during the week, and closes for the outgoing Mail 1/16d. above the rates quoted last Saturday.

FREIGHTS generally have continued very dull all week, with even lower rates for light freight, while for Seeds and Rice a slight advance has been obtained. It may just happen that the present heavy Seed shipments will continue for another two months until the new Jute arrives to market, in which case present rates might be maintained, but if otherwise a fall in freights is inevitable, notwithstanding that the current rates are moderately low. It is very many years since the stocks of produce in this market were so small as they are at present. Steamer rate viâ Suez Canal is £3 to £3-5, and most of the choice freight is being shipped viâ this route. The disengaged tonnage in Port is 12,000 tons.

INDIGO.—Since last Mail there are accounts of a heavy downfall of rain in Kishnaghur, Jessore, and in most districts of Lower Bengal, which, although late, will materially improve the prospects of the crop. Rain has also fallen in Tirhoot and Chumparun, where the plant was suffering severely from want of moisture. In Bhaugulpore and Malduh rain has fallen, although in only light showers.

BENGAL COTTON.—The demand has been almost entirely for China, buyers purchasing good parcels readily for that market at steady rates. For Europe there is scarcely any enquiry, the telegraphic news having been of a dull character, while prices do not give way here on account of the high cost up-country.

MILITARY.

ARRIVALS.—JUNE 8.

Tulloch, Captain, Royal Engineers, on furlough, from Madras.
Wilson, Captain, Staff Corps, on duty, from Kaira.
Cooper, Major, Staff, on duty, from Kurrachee.

DEPARTURES.—JUNE 8.

Clark, Major, Bengal Staff Corps, on furlough, to England.
Maude, Lieutenant-Colonel, Deputy Judge, on leave, to England.
Houghton, Lieutenant-Colonel, Staff Corps, on duty, to Nassick.
Keith, Lieutenant, 1st B. the Royal Regiment, on medical certificate, to England.
Harrison, Lieutenant-Colonel, 19th B. Royal Artillery, on duty, to Gwalior.
Drew, Lieutenant, 30th Foot, on leave, to England.
Fullerton, Captain, 19th Regiment N. I., on medical certificate, to England.
Smith, Captain, Bengal Staff Corps, on medical certificate, to England.
Cooper, Major, Staff, on duty, to Ahmedabad.
McMahon, Captain, Royal Artillery, on duty, to Madras.

SHIPPING.

DAILY FREIGHT REPORT—8TH JUNE.

London	Cotton	£1 12s. 6d. to £1 15 Nom.	p.ton
	Cases	£1 15s. 0d.	,,
	Seeds	£1 8s. 0d. to £1 10s.	,,
Liverpool	Iron Ships Cotton	£1 10s. 0d. to £1 12s. 6d.	,,
	Wooden Ships	£1 7s. 6d. to £1 10s. 0d.	,,
	Myrobolans & Colr bdls	£0 7s. 6d. to £0 10s. 0d.	,,
	Seeds	£0 12s. 6d. to £0 15s. 0d.	,,
Havre	Cotton	£1 15s. 0d.	,,
	Coffee	Nominal	
Overland	Steamers	£3 5s. 0d. to £3 12s. 6d.	
Liverpool viâ Suez Canal		£3 0s. 0d. to £3 5s. 0d.	
China	Steamer Cotton	Rs. 5 to 6 per bale.	
	Opium	Rs. 25 to 30 per chest.	
	Sailing Ships	Rs. 3 per bale.	
Calcutta	Salt	Rs. 3 0 0 per ton	
Calcutta to Bombay		Rs. 14 to 15 and Calcutta Port charges	
Mauritius		8 annas to 10 p. bag nominal.	

ARRIVALS.

June.	Vessel.	Commander.	From.
8	Sphinx (s)	Lazarich	Trieste, May 16.
	City of Tanjore	Leslie	Glasgow, February 14.
	Accrington	Christie	Calcutta, April 3.
	Lady Rowena	Kinneur	Newcastle.

DEPARTURES.

June.	Vessel.	Commander.	Destination.
8	Bellamaria	Lopes	Moulmein.
	Golconda (s)	Coleman	Aden and Suez.
	Travancore (s)	Eastley	China, &c.
	Britian's Pride	Collings	Colombo viâ Tuticorin.
	Trevanion	Stevens	Calcutta.
	William Fairbairn	Elder	Liverpool.

The following vessels obtained their port clearances yesterday:—

Ship T. E. Lemon, Rainey to Liverpool.
Steamer Alabama, Bland, to Liverpool viâ Suez Canal.
Ship Michael Scott, Llewellin, to Liverpool.
Ship Annot Lyle, Pillar, to Liverpool.
Ship Flevo, Strootman, to Batavia.

The steamer Sphinx, to Trieste and Liverpool, began to load yesterday.

THE HOOGHLY.

ARRIVALS.

June.		
5	Ganges	London
	Lady Palmerston	London
	Lord Lyndhurst	London
	Simla	London
	Calcutta	London
	Mysore	London
	British Sovereign	London
	John Renny	London
	Stirling (s)	Suez Canal

MADRAS.

ARRIVAL.

June.		
3	S John Lawrence (s)	Calcutta

DEPARTURE.

June.		
3	Candia (s)	Calcutta

POSTAL NOTICES.

OVERLAND MAILS.

The Overland Mails per P. and O. Co.'s steam packets leave Bombay on every WEDNESDAY morning, and the following are the closing hours:—

The Mails close at the General Post Office at 7 P.M. on every Tuesday.

The after-packet remains open till 6 A.M. on Wednesday, for the reception of letters on which the usual fee of 8 annas is prepaid by stamp in addition to the postage.

Registered letters are received up to 4 P.M. on Tuesday.

The latest hour for posting Overland covers at the several branch post offices is 5 P.M.

Late letters may be posted at the Pier P. O. till 7 A.M on Wednesday.

MAILS VIA BRINDISI.

Arrangements having been made for the experimental transmission of mails from India to the United Kingdom via Brindisi, Letters and Newspapers, (not packets of Books or Patterns), superscribed, by the senders, with the words "via Brindisi," and fully prepaid at the enhanced rates noted below, will be forwarded by the route mentioned—

Letters .....10 8 per ½ oz. each
Newspapers ..... 2 8 per 4 ozs. each

Letters and Newspapers for countries the route to which lies through the United Kingdom, superscribed with the words "via Brindisi," and fully prepaid at the rate published for the Marseilles route, together with 2 annas per ½ oz. each additional for Letters, and 8 pies per 4 ozs. each additional for Newspapers, will also be forwarded by the route mentioned.

Registered covers may be forwarded by this route on payment of the Registration Fee of 4 annas each in addition to the postage.

CHINA MAILS.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's steamer, will be closed on Wednesdays, June 8 and June 22, at noon.

AUSTRALIAN MAILS.

The Post Office Packet for Australia, per P. & O. steamer, will be closed at noon on Wednesday, June 8.

DESPATCH OF INLAND MAILS FROM BOMBAY.

MAILS.	Latest hours for posting. At General Post Office. Ordinary Letters & Papers.	After Packet Letters.	At Branch Post Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wansind, Kussera, Egutpoora, Nassick, Mummar, Nandgaum, Chalisgaum; and those from Bhoosawul to Jubbulpore and Bhoosawul to Nagpore.	11 A.M.	12 NOON.	10 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway as far as Bhoosawul only.	7-30 A.M.	.....	5 P.M. previous day.
For the Post Towns on the S. E. Line of the G. I. P. Railway, for Poona, Deccan, S. M. Country, and Madras Presidency; also for Ahmednugur and Seroor	12 NOON.	1 P.M.	11 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	8 A.M.	.....	5 P.M. previous day.
For ditto on the B. B. and C. I. Railway, for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	3-30 A.M.	4-30 A.M.	5 P.M. previous day.
For ditto in Southern Concan, i. e., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Ratnagherry	6 A.M.	.....	5 P.M. previous day

Registered letters and bangly parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

MADRAS.

BIRTH.

CHAMBERLAIN—May 29th, at the LIZ, the wife of George Kennaway Chamberlain, Esq., C.S., of a son.

NORTH-WEST PROVINCES, &c.

MARRIAGE.

MAXWELL—ABERIGH-MACKAY—June 2nd, at St. John's Church, Meerut, by the father of the bride, William Edward Maxwell, Esq., Magistrate and Commissioner of the Court of Requests at Malacca, Straits Settlements, to Lillias Grant Aberigh-Mackay, only daughter of the Rev. James Aberigh-Mackay, B.D., Senior Chaplain, Meerut.

DEATHS.

GIBSON—May 28th, at Lahore, Mr. Jas. Gibson, aged 24 years.
DAVIDSON—May 21st, at Murree, of chronic dysentery contracted at Peshawur, Edith, infant daughter of Captain and Mrs. T. R. Davidson, 18th B. C., aged 14 months.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All communications respecting advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office, Bombay.

The Bombay Gazette.

THURSDAY, JUNE 9, 1870.

THE faculty which enables the Government of India to put forth erroneous estimates must be as highly developed and carefully trained as it is active. We have grown so accustomed to the phenomena of "corrected estimates" in the budget that we no longer put any confidence in the labours of the Finance Minister. Huge errors of estimate, nearly always on the wrong side, are now the merest common-places. It now appears that the habit is so deeply-rooted that it has spread into other departments. Thus, we find from Messrs. Toulmin and Co.'s trade circular that in February the Government of India undertook to form an estimate of the Bengal cotton crop; and the result of its careful labours was a prediction that the yield would amount to 9,73,000 Bengal maunds. Of course it was wrong, and in May the estimate was corrected, and reduced to —— 4,63,000 Bengal maunds! It shows great moral courage thus to placard a striking ability to make such immense mistakes—*only* 5,10,000 maunds in error!

FROM time to time many discussions have arisen regarding the desirability, or otherwise, of permitting marriage in the army. The general tendency of public opinion has been in favour of allowing private soldiers to marry *ad libitum*, and at one time so strong had this opinion become, that expense alone, probably, was the only stumbling block in the path. At any time when the tide set in strongly for effecting the moral improvement of the soldier, this vexed marriage question was always brought forward. Matrimony, it was urged, could and would influence the soldier for good, his better and finer feelings would be brought out, and the attractions of home, and a family circle would keep him from many evils, bad habits, and crimes. This naturally brought about an inquiry into the condition of our military women, (if we may be allowed the phrase,) in India especially, and the result of that inquiry may be guessed at from the fact of the family allowances having been raised all round. As usual, most, if not all of these discussions, originated at home, and were argued from statistics obtained from the every day life of a married soldier in England: the comfort, it was taken for granted, that could be secured by marriage to a man in his native land, was equally obtainable in India. This was a mistake. At home, a soldier's wife besides caring for her house herself, and thus dispensing with the services of one or more servants, was able to do some little towards helping out the limited means of the husband, and so making both ends meet. In India, all this disappears; we no longer have a thrifty helpmate bustling about arranging and working for herself—servants do the work here, which at home would be done by the woman herself; and as for taking in work, the demand is so small that few can obtain it, and very many would not avail themselves of it if they could. Some have advanced as a reason for this state of things that people who go to Rome always do as Rome does, but we are inclined to be more charitable. We fail to see how in an Indian climate a woman could be expected to help herself as she undoubtedly does in a more genial sphere; why, look at the soldier himself, or what is still better, look at ourselves; who does not employ servants in this country to perform offices which he would do himself in England? and this being so, what wonder that the same rule obtains amongst the lower classes, where the labour in question is ten times more trying and severe. Increasing the family allowances was, we take it, a tacit acknowledgment on the part of Government that a soldier's wife required more assistance out here than at home; the allowance first given was found insufficient, and additional help, though tardily, was given. Even now, however, the married man has no little difficulty in meeting all the expenses attendant on a move; in fact it would be out of his power to do so, were it not for the help he receives, on such occasions, from the Canteen Fund, about the only good, by the bye, that said fund does for the soldier. But if this state of things exists now, how will it be when the new Enlistment Act comes into force? Will marriage in the ranks be as desirable then, as it is pretty generally allowed to be now? Reliefs from England will be required every six years at least, if not oftener; the moving of so many troops will in itself be expensive, but when the families are taken into account, it will become far more so. Say the regiment shifts twice during its six years' residence in India, that will give a married man four moves in six years, each move necessitating a break up of establishment and its consequent expenses: the cost of all this to the soldier, let alone the State, will be far heavier than it is now, and some means will have to be devised to meet it. It is all very well to say a soldier knows what he has to expect when he marries, and must take the consequences, but this is going against nature. If the soldier is allowed to marry at all, Government is bound to make decent provision for him in that state; it cannot first enlist, and bind a man down to serve for a certain number of years, give him leave to marry under certain restrictions, and then say, "Now, you may shift for yourself." This is not what the soldier is taught to expect, nor is it, we are bound to say, the usual treatment he receives; the question resolves itself, therefore, into a financial one: is the additional expense incurred justified by the ends obtained, bearing in mind that all these alterations are part and parcel of a great scheme of army retrenchment? It may be said that we over-estimate the expense of the matter altogether, but if this new enlistment act is to render the army more attractive as a profession, if by the short periods of service it is hoped, and with reason, that men of a better and more educated class will be induced to enlist, men, remember, who will no longer look to the service as the beginning and end of their walk of life, then we say that the number of married men will increase to its utmost limit, recruits will in many instances be married men, spite of all regulations to the contrary, and that this will lead to a great increase of expense in the direction we have mentioned, no one can deny. In these days legislation on a question like this is difficult, if not impossible. We confess ourselves that we should prefer to see the soldier at liberty to marry, up to a certain percentage, as in days gone by, but taken as a mere matter of money, a man enlisting for home service (3 years) should not, in our opinion, be allowed to marry during that time, and men for foreign service (6 years) should be single until they have re-engaged—this check would most certainly at first, be unpopular, but would wear off. As for the justice of the rule, we can only say that it is quite equal to that of the order placing a restriction on marriage at all.

BRIGADIER-GENERAL BEST has been appointed to the command of the Nagpore Force.

THE Ceylon Derby Sweep this year amounted to £1,232, and the first prize to £575. Kingcraft was drawn by Mr. Neate of Kandy.

CONDUCTOR E. HART, second-class Barrack Master, Aden, has obtained furlough to Europe for two years, on medical certificate.

CAPTAIN J. B. SMITH, Bengal Staff Corps, has been allowed furlough to Europe for two years, on medical certificate, under the furlough regulations of 1868.

CAPTAIN H. F. SHOWERS, Bengal Staff Corps, has obtained furlough to Europe for two years, on medical certificate, under the furlough regulations of 1868.

THE retirement from the service of Captain G. H. Reinecker, Staff Corps, as notified in G. O. No. 366, and 23rd May 1870, has been at his own request.

THE "Pioneer" believes there is no truth whatever in the report that Mr. R. Egerton is to officiate for Mr. Morris as Chief Commissioner of the Central Provinces.

CAPTAIN H. M. FULLERTON, Bombay Staff Corps, has been granted furlough to Europe for two years, on medical certificate, under rule 15 of the furlough regulations of 1868.

MAJOR E. G. CLARK, Bengal Staff Corps, Settlement Officer, Oudh, has been allowed furlough to Europe for two years, on medical certificate, under the furlough regulations of 1868.

A CONTEMPORARY hears from Srinuggur that Cashmere is unusually full of European visitors this year, there being something like forty ladies among the number. Recent heavy showers have added to the delights of the exquisite climate of the place—its greatest charm.

THE undermentioned medical officers have been brought on the strength of the Bombay Medical Establishment, from the 27th May 1870, the date of their arrival in Bombay:—Assistant Surgeon G. Walters, Assistant Surgeon P. Murphy, M.D., and Assistant Surgeon R. M. Wall, M.B.

THE Government of India has sanctioned the measures necessary for the systematic analysis of waters in the Madras presidency, and the *Madras Medical Journal* expects that orders on the subject will soon be issued. Our contemporary understands that the committee nominated to report on the best method of carrying out the directions of the Secretary of State as to the examination of potable waters, recommended that four officers should be selected for the duty, and suggested the names of Drs. Porter and Macrae of the Local Service, Mr. Nicholson, F. C. S., of the British Medical Service, and Mr. Harvey, the Assistant to the Chemical Examiner. The first two gentlemen are unwilling to leave their present appointments, and it is said that Messrs. Tyrrel and Sinclair are likely to be nominated in their stead. The remuneration is to be full pay of present post, with deputation allowance, Rs. 5 a day, and actual travelling expenses.

THE COTTON DEPARTMENT.

IN an article on the Cotton Frauds Act, vetoed by the Viceroy, the *Madras Mail* makes some remarks applicable to the present and future of the question. After asking whether it is worth while keeping the Act of 1863 in force, the Madras journal says—

"It seems to us that the Bombay Government has entirely failed to make out a sufficient case for legislation. True, it is urged that adulteration and fraud are on the increase in some districts, and this circumstance is attributed to the fact that the imperfections of the Act being known, it no longer inspires terror among the dishonest traders. The Government fails however altogether to show why a Cotton Frauds Act should be required in Bombay, and not in Berar and the Central Provinces, whence Bombay draws large quantities of its cotton. Nor has it explained how it is that the cotton trade in Bombay requires to be protected by legislation when that of Calcutta and Madras is free. For our own part, we fail to see why there should be a greater necessity for legislation on one side of India than on the other. Another grave objection to the Cotton Frauds Act is the expense of working it. The cost in 1868-9 was upwards of 2½ lakhs. Of course if the Bombay cotton trade chooses to burden itself with this tax, it is no business of ours; but we must say it seems a rather extravagant sum to pay for, confessedly, nothing. There is still another objection. If the principle be once admitted that Government should legislate for the cotton trade, to what extent may that principle not be carried? By and bye we may be having men asking for legislation to protect them from the frauds of 'butchers and bakers and candle-stick makers.' Where will the line be drawn? The views of the Madras Chamber of Commerce on this question seem to us to be well worth the consideration of the Bombay Government. The merchants of Madras have all along held that the 'best check that can be employed for the suppression of frauds in the cotton trade is already possessed by the buyer,' whose 'duty and interest it is to exert it by a constant and diligent inspection of the cotton that he purchases.' The local Chamber is further of opinion that 'the disadvantages of the intervention of Government between buyer and seller far outweigh the advantages. *Caveat Emptor* indeed applies just as much to one side of India as to the other, and we really do not understand why the cotton-buyer in Bombay should be exempted from a duty which he would most certainly have to perform in any other part of the world."

LATEST TELEGRAMS.

[PER BRUTER'S AGENCY.]

By Indo-European Telegraph.

LONDON, 7TH JUNE, EVENING.

The "Times" of to-day demonstrates the ultimate success of the Chesney scheme, and says that the Euphrates railway question regarding a direct route to India must shortly become a matter of high importance.

By British Indian Cable.

NEW YORK, 7TH JUNE.

A band of one hundred Fenians have appeared at Saint Mary's canal, but seeing the intention of the Canadian and American troops to prevent their landing the project was abandoned.

FLORENCE, 8TH JUNE.

Isolated Republican attempts still continue in Italy, but the bands disperse on the approach of the troops.

LONDON, 7TH JUNE.

The Liverpool Cotton Market to-day was closed owing to holidays.

The Manchester market is quiet but steady.

7 lbs. Shirtings 9s. 1½d.
8¼ lbs. do. 10s. 10½d.
40's Mule Twist 1s. 4½d.

Arrivals—The Rosello and Matheran.

FALMOUTH, GIBRALTAR AND MALTA TELEGRAPH.

PROGRESS REPORT.

Position at noon 7th:—Lat. 47·50, long 7·01 west. Line will probably be completed to-morrow, the 9th.

THE WARDHA RIVER COAL-FIELDS, BERAR AND CENTRAL PROVINCES.

THE last notice of these coal-fields was given in the records of the Geological Survey of India, Vol. II., pt. 4, p. 94. Since that time great progress has been made in the detailed exploration of the field, and it is now possible to give a tolerably accurate estimate of the extent of area over which the coal can be traced, and of the amount which is available, in the vicinity of the river Wardha.

This river Wardha forms the boundary between the Central Provinces, lying to the east of the river, and the 'Assigned Districts' (Berar) and the Nizam's Territories, lying to the west of the river. The same boundary is continued further to the south by the Pranhita, as the stream is called after the junction of the Wardha and Weinganga, and still further to the south by the Godavery, as the continuation of the same stream is called after the junction of the Pranhita and Godavery, near Sironcha.

[Lengthy details of the borings at different localities are here given.]

It remains to consider what is the amount of coal which may be considered fairly and economically accessible in these Wardha river coal-fields so far as examined, that is, in other works in the country lying between the Wardha and Pomgunga rivers in the south and the general outline of the trappean rocks which cover everything on the north. If we take this estimate in two distinct portions, as referring to the east and to the west side of the river Wardha, we can then combine the two to get the general results. In Wún district, to the west of the Wardha, there may be estimated to be about 70 square miles of country under which the thick coal may fairly be presumed to extend, and will probably be found nowhere at a greater depth than 120 yards below surface. Now, from this we must deduct a fair proportion for ground cut up by faults and disturbances, and so not likely to yield very profitable return from the working of the coal. If for this we deduct, say, one-third of the area, we will have 45 square miles yielding coal. The average thickness of coal established by the numerous trials may be taken as nearly 40 feet, that is of coal, coaly shale and beds of character taken as a whole. As I have shown, a very large deduction from this must be made, and I believe that an admission of 20 feet would be not only a maximum thickness of workable coal, but be even too high a figure. But taking this as 20 feet of workable coal over [illegible] as a fair amount of coal obtained from the square mile per foot in thickness, we have 600,000 by 40 by 20 equal to 480 millions of tons of coal, of such quality as it is, available in East Berar at depths below the surface not exceeding say 60 fathoms.

Passing into Chanda we have equally an area of about one and half square miles near Ghúgús, (making the same allowance for disturbed ground as before), and an area of about five square miles in the north of the field. And as the beds of coal are precisely the same, we take here the same estimate of thickness, viz., 20 feet of workable coal. And proceeding on the same data, we will have, therefore, in Chanda, 600,000 by 6·5 by 20 equal 78 millions of tons. This latter result fully bears out what was stated months since, that there was a very much larger amount of coal available in the 'Assigned Districts' than in Chanda, in the vicinity of the Wardha.

We certainly ought not to estimate more than one-half of these quantities of *good* coal.

While engaged in the practical exploration of these coal-fields, I had frequent applications from the engineers employed in making trial sections and estimates for a proposed line of railway for information as to the position, quantity, and quality of the coal, and as to the general question, which would be the line best adapted to meet the requirements of the case, so as to facilitate the transport of this coal to the existing lines of railway to the north and southwards to the Godavery. It was also asked that the opening up of the cotton country should be borne in mind. Every information was readily afforded from time to time as new facts were ascertained.

But this necessarily led to the consideration and discussion of the best direction in which to carry a line of railway with these avowed objects. The intended point of junction with the Bombay and Nagpúr line was stated to be the Wardha station, and it was at first assumed that the line *must* go to Chanda or through the Chanda district. Long since I pointed out that it required but a very trifling acquaintance with the country to show that by much a larger area of coal existed in Berar than in Chanda, and that it was simply misleading opinion to speak of this coal-field as the Chanda coal-field. I also had occasion to show that the pit which was being sunk to the coal near Ghúgús was quite unnecessary if it were only intended as a means of trial of the coal, and that if intended as a means of working the coal afterwards, it was injudiciously placed, and must be for years to come superseded by others more conveniently located. Such general considerations however, based on a view of the field at large were of little avail, as compared with 'practical' views, and the work was hastily pushed on. It is to be hoped that the fact that the Geological Survey have since then pointed out the exact localities for borings and have thus proved the existence of coal within a few feet of the surface, where they were told, 'such trials were only foolish blunders,' evincing an 'utter ignorance of the teachings of Mining' and were 'at places where it was impossible that coal could exist,' will be a warning to future enquirers in their researches, and that they will at least try to make themselves acquainted with the geological structure of the area they are about to examine before they trust to preconceived notions or permit themselves to be swayed in their investigation of facts by personal wishes or local tendencies.

The facts stated above are sufficient to show that if the object of a proposed line of railway be to accommodate the largest amount of *coal* traffic, there cannot be a shadow of doubt that that line of railway should go right into the middle of the Wún district.

The consideration next in importance to the establishment of a free communication with the coal-fields was stated to be 'the opening out of the Hingunghat cotton country.'

But what is the Hingunghat cotton country? By much the larger portion of the cotton, which now finds its market as Hingunghat, and all of which is shipped or sent away as Hingunghat cotton, is not grown in the immediate vicinity of Hingunghat, but is brought from very considerable distances. Previously to the opening of the Nagpúr branch of the Great Indian Peninsula Railway, a large share of its supplies was drawn from the country to the north and north-west of the place, and much excellent cotton was brought to Hingunghat, even from Arwee, 50 miles to the north-west, and from the districts in that direction. All this cotton now finds its natural outlet at the nearer marts of Wardha and other places on the line of railway, and scarcely a load, as might have been anticipated, crosses this new line of communication to reach Hingunghat on the south. The country lying between Hingunghat and Wardha must also naturally seek the nearest markets for its produce. For the Hingunghat market, therefore, the supplies must now be derived from the south, south-east, and south-west. But to the south-east, and partly to the south on the east of the river Wardha, with the exception of a small area near to the town, the country is almost an unbroken jungle for hundreds of square miles. The so-called 'southern road,' although it passes very near to the large towns of Wurrora and Bhanduk, scarcely touches even isolated patches of cultivation for its entire length from near Hingunghat to near Chanda, and again south and south-east of Chanda it sweeps for mile after mile through dense jungle. This belt of forest jungle is in places 30 to 40 miles wide from east to west, and not only does this immense area not yield any cotton at the present, but it is of such a nature that no reasonable hope of its ever producing cotton profitably can be entertained. The surface deposits are derived from the decomposition of coarse ferruginous sandstones and other silicious rocks, which yield a dry thirsty sandy soil, in which the cotton plants cannot flourish. Between this immense range of forests, yielding little but mere jungle produce, and the Wardha river there is a belt of open ground varying in width from two to ten miles, over which are spread thick deposits of alluvial clay and occasionally regur in which a fair amount of cotton is grown. But, as shown, this area is very limited, and the amount of produce must be equally so. On the other hand, to the west of the Wardha, the country is open and cultivated, and produces largely of cotton over an area very many times the extent of the possible cotton yielding country of Chanda. And besides this large area in Berar itself, immediately adjoining to it on the south, is the rich and well-known district of Edlabad in His Highness the Nizam's territories, from which, even at present, with all the difficulties of long land carriage (at least 60 miles to Hingunghat) and heavy rivers to cross, by much the most valuable portion of the 'Hingunghat cotton' is obtained. I was led to these considerations myself while engaged in the careful examination of the country (and few persons, if any, see the country with the same detail that geologists do), but I have also been confirmed in this view by those actually engaged in the cotton trade, and who, therefore, were personally able to ascertain the facts. Mr. F. Curwen, agent for Warwick and Company, by far the largest dealers in Hingunghat cotton, stated to me on enquiry that he had given particular attention to this important question of *where* the cotton which came to that market was grown, and had ascertained that taking the ordinary annual sales at Hingunghat as about 30,000 bales, not more than 2,000 out of that quantity were the produce of land near the town, and to the south and south-east of it on the left side of the Wardha river; by far the largest portion and the best quality coming from the Nizam's territories (Edlabad, &c.,) and from East Berar.*

Equally, therefore, if the object be to open out this valuable cotton yielding country by a line of railway, that railway must be carried through East Berar and to the west of the Wardha.

At present the route commonly taken by the carts bringing cotton to Hingunghat is through Wún, crossing the Wardha river to the south-west of Wurrora, and passing through that town to Hingunghat. In this way it is 'that strings of cotton carts may be seen making their way to Hingunghat,' but a very small portion indeed of their loads is derived from Wurrora or Chanda, or any place on the east of the river.

These facts also account for the small and 'not increasing' cotton trade at Wurrora, which is too near to the larger and more important mart of Hingunghat and too far from the main source of the raw cotton to absorb much of the trade. There can be no doubt that if once railway communication be opened up into the Wún and Edlabad country, new marts and presses for cotton will rapidly spring up in more immediate proximity to the places of growth of the crop, where the risks of injury from exposure on open carts and from delays in bringing to sale will be reduced to a minimum. And in this point of view, it may be well deserving of consideration whether the necessarily reduced trade of Hingunghat will then repay the cost of construction of a branch line of railway.

Other special objects to be gained by the construction of a branch line of railway were stated to be the utilization of the timber forest of Aheree and the connection of the Godavery navigation with Central India. To accomplish either of these objects, it is essential that the proposed line should be carried as far to the south as the bottom of the third barrier on the Godavery river, or to the town of Mogéli, or rather Talye or Talwye, on the west, or of Dewalmurri on the east of the Pranhita. To accomplish this, it was proposed to carry on the line, which it was assumed would go to Chanda town, to Kirmirri, where a sound rocky † foundation for a bridge would be obtained, and crossing the Pranhita there to proceed to Mogéli, on the opposite or west bank of the river. How the timber of Aheree which lies away from the river on the east side was to reach the railway on the west I know not. But there is little need to discuss this, for the surface of the country to the south of Chanda town offers physical difficulties, which will prevent any economical construction of a line of railway there. The line, alluded to above, if carried into East Berar could, on the other hand, be prolonged to Mog

LIGHT-HOUSES ON THE COAST OF BRITISH BURMAH.

NOTE BY LIEUT.-COLONEL ALEX. FRASER, C.B., R.E., CHIEF ENGR., BRITISH BURMAH, DATED 22ND SEPTEMBER 1869.

1. The lights on the China Buckeer and Eastern Grove are reported to have been lighted on the 14th September 1869. That on the Khrishna Shoal was lighted on the 11th June 1869, but has never, till now, to my knowledge, been advertised.

2. There only remains the light-house on the Oyster Reef to complete the system of lighting the coast of British Barmah, which I conceived to be the proper one, and which commenced with the erection of the light-house on the Alguada Reef.

3. I believe all evidence tends to show that that system, which is now completed (with the exception of the one light-house on the Oyster Reef), has been successful, that no one can say fairly that any light is either in itself inferior to any in the whole world of a like order, that it is not in a proper position, or that the buildings were not built as economically as the circumstances permitted. Six Light-houses viz.,

1.	The Alguada	Stone,
2.	The Double Island	do.,
3.	The Cocos	Plate iron,
4.	The Khrishna Shoal,	on screw piles,
5.	The China Buckeer	do.,
6.	The Eastern Grove	do.,

have been erected on this coast under my personal direction. A seventh, that on the Oyster Reef, is now being designed, and the eighth, the "Savage" off Akyab, is being remodelled on my suggestion.

4. Since December 1859, I have persistently advised the carrying out of this system, and the Government of India have invariably supported me.

5. I believe there are few (if any) Engineers who have had such a fortunate opportunity as myself of carrying out so much of a general plan of works which have hitherto so notoriously required years and years before any scheme could be brought to a head, and which may be said to embrace almost all the east side of the Bay of Bengal, and to protect the Calcutta and China trade from the dangers of the islands north of the Andamans.

6. The time (10 years) within which these operations have been carried out may be considered short, especially when the magnitude of the work on the Alguada Reef is considered. There are also few Engineers who have received such a graceful recognition of their services as was accorded to me by the Governor General (Proceedings in the P. W. D., No. 588C, dated 12th June 1865) on the completion of that light-house.

7. Carrying out the general scheme has been a work of much anxiety and responsibility, and I only trust that the relief to the mariner will be, to some extent, proportionate.

8. As the question of stone or iron light-houses has created some interest, I would here glance at the circumstances and conditions under which the several buildings above enumerated were erected.

9. The light-house at Akyab is of stone and was completed in the year 1844. It is not known here what its cost was. It was built by Lieut. Siddons, R.E.

10. The next in succession was the light-house on the Alguada Reef, and it would be difficult to know the precise amount of its cost. Some of the Government steamers and vessels employed were charged to it, and some were not, while those that were charged to it were also employed on the erection of the Cocos and the Double Island Light-houses. The cost could not have been much under £100,000, and it was commenced in February 1861 and completed in April 1865, so that it took nearly five years to build besides two years of preparation, which, considering the circumstance of its construction, the comparative difficulty of procuring proper labor, and the distance it was necessary to go to obtain materials, does not, however, compare unfavourably with other large light-houses of similar type, such as the Skerry Vohr and the Bell Rock. It was a large sum to expend nevertheless, and with the experience gained, there is no doubt it might now be built for less. This light-house bears a 1st order catadioptric Holophotal light, revolving once in a minute.

11. The next which was lighted was the Double Island Light-house, commenced in 1863 and lighted in August 1866. It bears a 1st order dioptric fixed light, is of stone and brick, and cost Rs. 90,338-11-4.

12. The Cocos Light-house followed, and is an iron plated tower with separate buildings of brick for the light keepers; it bears a 1st order dioptric fixed light, cost Rs. 1,17,916-6-6, was commenced in 1863, and was lighted on the 15th February 1867.

13. On consideration of the expenditure in money and time on these light-houses, I went closely, when at home in 1865-66 into the subject of a cheaper style of light-house, more quickly and more easily erected, and also into the question of putting up such light-houses in lieu of light-ships, with reference to the saving of cost in erection and maintenance, and the comparatively smaller risk to human life; and, as a good opportunity offered for testing the conclusions I had arrived at from careful investigation, the Government ordered the light-house on the Khrishna Shoal to be put up on screw piles in deep water, as also those on shore at the China Buckeer and Eastern Grove, from which a clear test of the economy of the *two* latter as compared with *one* light-ship could be ascertained.

14. The piles of the Khrishna Shoal have now been down for two S. W. monsoons, and none of the fears expressed, as regards scour, &c., have been verified. It was lighted within 16 months of its having been commenced, is in deep water, and has cost, including the light (which is fixed), not more than £16,000. Had circumstances been favorable, it might easily have been erected in from six to eight months. It is in three fathoms of water at low water, is exposed to a heavy sea during the S. W. monsoon with a six knot tide running at springs, and an important position for a light has been secured in deep water, where, to have attempted any other kind of structure, it would have cost ten times that sum if it could have been done at all. This light-house bears a fixed light of the 2nd order.

15. The China Buckeer Light-house bears a light of the 1st order, revolving once a minute, to which there is no superior in the world, and it is borne by a tower on screw piles, which, including the light, has cost only Rs. 80,000, and has been set up in about twelve months.

16. The Eastern Grove is lighted by a 3rd order fixed condensing light, of which also, of its class, there is no superior anywhere in Europe, which is borne on a light tower on screw piles, which cost about Rs. 50,000, and has been, though not yet finished and taken over from the contractor, sufficiently completed in about twelve months to be used for the light.

17. In addition to this, it will be found that these two light-houses, China Buckeer and Eastern Grove, if they answer their purpose as well as the light-ship (and on this point I annex the opinion of Captain Philbrick, the Deputy Master Attendant of Calcutta, who happens now to be here, and who had an opportunity of observing the lights the second night of their being lighted, and than whom the Government of India can find no better authority), there will be an annual saving as compared with the light ship of about Rs. 12,000 to the port fund of Rangoon.

18. It is true that I am not altogether satisfied with the Khrishna Shoal Light-house or with that on the Eastern Grove, the first has some degree of vibration, which is owing to the fact of the lower outer piles being vertical instead of having a batter, and the latter has not been well put together. I think in light-houses of this kind in more exposed situations, such as the Sandheads or the Oyster Reef, it will be necessary to give this latter either a more additional outer row of piles with the necessary slope, or by sloping the main piles themselves. I have not quite made up my mind on this point, as the difficulty in the latter case is getting first a platform in deep water from which to guide the piles down in the proper slope, whereas by the first arrangement, the vertical piles give the necessary platform, and though the expense would be somewhat greater, it would not be such as to prevent my proposing it if I thought the arrangement were necessary to stability.

19. I have had frequent opportunities myself of observing the effect of a high sea on the piles at the Khrishna and also of hearing the reports of others. The piles absolutely create no sea as would a solid structure, and the height of the waves under the dwelling is not appreciably greater than that of the waves outside the piles.

20. It is quite true, however, that these light-houses in deep water are exposed to wrecks or ships being driven against them. Risk of danger always exists, and therefore it cannot be said there is no danger to any building of this kind, whether of stone or iron, at sea or on shore.

21. For instance, the other morning at the China Buckeer, while the subordinate was in the light-room on the very first night of its being lighted, an earthquake took place at 1-45 A.M., which shook all the glass-work and made it "ring like bells." Now, I have not the slightest doubt but these pile structures will stand a heavier shock of earthquake than a masonry building of similar height.

22. Again, a light-ship is exposed to danger from collisions, though not from earthquakes, but, on the other hand, she is exposed to the danger of being driven from her position, and she is generally in such a position, at all events in these seas, that, if driven from her position, she goes ashore. The Government of India have lost four light-ships within the last five years with *all* hands on board.

23. It is quite true that I have heard of *one* light-house on screw piles being swept away in one night, but then it was in a position where, in a memo. on this subject already submitted to Government, I showed I would not put such a light-house.

24. Then looking at the difference of risk to human life, six men are necessary to the charge of a light-house, thirty men are necessary to the charge of a light-ship. If the four light-ships which have been lost at the Sandheads had been four light-houses, we should have lost only 24 men against 120. But, in my mind, one of these light-houses in deep water even under the worst conditions of collision are not in the least likely to be *wholly* destroyed as the light-ships are, and therefore I am very strongly of opinion, both as regards risk to life and risk to property, the light-ships are very far inferior to light-houses, while the superior efficiency of the lights, as shown from light-houses instead of light-ships, is undoubted by every one concerned in the controversy. Again, the Khrishna Shoal Light-house costs, including establishment, oil, provisions, and stores, about Rs. 850 per month, inclusive of a share of the salary of the Light-house Inspector and maintenance of tender, while the maintenance of a 1st class light-ship costs not less than Rs. 2,500, so that, supposing the Sandheads, for instance, were lighted by six light houses instead of by six light ships, the saving annually to the port funds would be one lakh and eighteen thousand rupees, which would in each year pay for about 2/3rds of one light house, or in three years would pay for the construction of two light houses. In the above comparison, no mention has been made of the comparative cost of repairs to either description of light, though the wear and tear of a light ship would be, of course, much greater than of a light house.

25. I annex herewith a chart of the Bay of Bengal, showing the position of each light house above alluded to with its character of light, and with the sailing directions (as issued) printed below. Of each building I have also given an elevation showing actual and comparative heights of focal planes above H. W. mark.

Also on the same sheet a chart on a larger scale of each part of the coast affected by the lights.

This chart is only compiled by me from the regular chart, but it seems to me that it would be very useful (if published) for shipping using this side (the East) of the Bay of Bengal and the Gulf of Martaban. It might be sent to the Secretary of State for this purpose if the Government of India thought it desirable. It will be observed that I have put in the Oyster Reef Light-house as only proposed; when this has been erected, this remark regarding its proposed erection would in any new edition of the chart be left out.

26. In conclusion I would observe that in a late report to Government, the Chief Commissioner said that these light-houses barely pay their expenses. I have a statement from the Accountant General of receipts and disbursements last year, 1868-69, and I find that while the net income to imperial revenue for that year was Rs. 3,003, that of the Local Funds was Rs. 12,716, or a total net income of over Rs. 20,000. This income will be still further increased now that the light-ship has been removed.

The above only includes moreover (outside of Burmah itself) the collections of Calcutta on account of British Burmah light-houses; those of Madras, Singapore, &c., have yet to be ascertained. As the light-ship was about to be removed, no repairs were made to her, and no expenditure whatever on account of repairs to light-houses, whether local or imperial, was incurred in the P. W. D. during 1868-69.

From T. W. Philbrick, Esq., Officiating Deputy Master Attendant, Calcutta, to the Secretary to Chief Commissioner, British Burmah, P. W. Department,—dated 21st September 1869.

In reply to your letter No. 723-4 C-i of the 16th instant, I have the honour to state, for the information of the Chief Commissioner, that, when passing the Khrishna Shoal Light in the screw steamer Arabia on my passage to Rangoon, I observed that it showed a brilliant and powerful light, but as the light-house had been illuminated for some time, it did not occur to me to make any accurate observation as to the range of the light. Judging, however, from recollection, I should say that it was seen fully 15 miles distant.

With regard to the position of this light-house, the Master Attendant of Calcutta has already expressed an opinion to the effect that the site chosen for it is the most proper and best calculated to facilitate the safe navigation of vessels in that vicinity, and this opinion is entirely in accordance with my own views on the subject.

The Arabia took a pilot on board near the Krishna Shoal, and from him I learned that the China Buckeer and Eastern Grove Light-houses were to be illuminated that night (15th instant) for the first time. I therefore made it my business to observe accurately the ranges of these lights, and to note their character as regards strength and brilliancy.

We made the China Buckeer Light fully 18 miles off, and, after steering to the north-eastward till the light bore N. W., we sighted the Eastern Grove Light bearing N. N. E. I have not a chart by me with the lights marked on it, but if these bearings (which are magnetic) be laid down,* the position of the Arabia when the Eastern Grove was sighted will be apparent, and roughly calculating, I should say it was between 16 and 18 miles S. S. W. from the Eastern Grove Light-house.

Both lights were very brilliant.

With regard to the position and general arrangement of these two lights, I am of opinion that the plan adopted is the best that could possibly be devised, and that no seaman of ordinary intelligence and using proper precaution could possibly make a mistake or run his vessel into danger after having once sighted the China Buckeer Light.

SAILING DIRECTIONS FOR APPROACHING AKYAB HARBOUR.

Steer so as to make the Great Savage Light bearing between N. ½ W. and N. E. by N. whilst the depth of water is more than twelve fathoms. When in less than twelve fathoms water, keep the light bearing between N. and N. by E. ½ E., and when in six fathoms, anchor, or heave to, for a pilot.

COCOS LIGHT-HOUSE.

A light-house has been erected on the south-west end of Table Islands, Cocos group, eastern part of the Bay of Bengal, at an elevation of 118 feet above high water mark, a light from which has been exhibited since the 15th February 1867.

The light-house is in latitude 14° 12' 30" N., longitude 93° 17' 45" E.

The building is an iron tower, in the form of a frustrum of a cone 77 feet high, painted in alternate rings of red and white (centre of light being 77 feet above the base and 195 feet above high water), exhibiting a fixed white dioptric light of the 1st order, which can be seen from a ship's deck 22 nautical miles in clear weather.

The only obstructions to the light being visible all round the horizon are Great and Little Cocos Islands.

The light is invisible with the Great Cocos in line with the light-house bearing between the compass points N. by E. and N. by W. ¼ W. a little westerly, the arc of invisibility being 22·3 55'. The light is also invisible with the Little Cocos in line with the light-house bearing between the compass points N. E. by N. ½ N. and N. E. ½ N. nearly, the arc of invisibility being 7° 9'.

ALGUADA REEF LIGHT-HOUSE.

"A 1st-class revolving light was exhibited for the first time from the Alguada Reef in the Bay of Bengal on the night of the 23rd April 1865, and will continue to be shown from that date."

The light, which is 144 feet above H. W. mark, attains its greatest brilliancy once a minute, and is visible in clear weather 20 nautical miles from the poop of a large ship.

Cape Negrais bears from the light-house N. ¼ W.
The Pagoda on Pagoda Point N. ¾ E.
Parian Point N. E. by N.
The centre of Diamond Island N. N. E.

Vessels approaching the Alguada Reef will still find it necessary to be careful. The tides when uninfluenced by the wind set across the Reef and with a good deal of strength between the Reef and the Phaeton Shoal. Vessels, therefore, should not come under 20 fathoms on the north-western side, as the water shoals suddenly on this side, especially towards the south-western part of the rocks.

Fifteen fathoms will be a safe depth to pass in on the southern and eastern sides.

There is a good channel to the north of the Reef between it and the Phaeton Shoal, but the navigation must always be attended with some risk to those unacquainted with it, there being no plain marks that can be specified as a safe and sure guide through. Should, however, circumstances compel a vessel to go through the northern channel, it will be well to borrow on the Alguada Reef side passing about half a mile distant from the north-easternmost visible rock and not coming under 11 fathoms. Should it be high water, the breakers will show the rocks.

On the eastern side of the Reef, vessels may know they are clear of danger, by keeping the highland of Heingyee (or Negrais Island) well open to the eastward of Diamond Island.

DOUBLE ISLAND LIGHT-HOUSE.

A light-house has been established on Double Island in the Gulf of Martaban, Bay of Bengal.

The light was first exhibited on the 4th of December 1865, and will continue to be shown henceforward nightly from sunset to sunrise.

The light is a first-class fixed dioptric light, and is visible in clear weather about 19 nautical miles from the deck of a large ship. It shows through an angle of 164° 30' illuminating the western horizon and is cut off on two bearings respectively N. N. W. and S. ¾ E. from the light-house, the former passing one and a half miles clear of the Patch buoy off Amherst to the west, and the latter one and a quarter miles clear of Callagouk Island also to the west, an isolated beam of light shows from the Patch buoy eastward as far as Amherst Point. Amherst Point bears from the light N. ¾ W. Patch buoy N. by W. ½ W. Callagouk Island (W. point) S. by E. Double Island is in latitude 15° 32' 30" N., longitude 97° 36' 30" E. Vessels after making the light should endeavour to keep it between the bearings of S. E. and N. E. paying particular attention to the state of the tides as they run on the springs about 5 knots an hour parallel with the coast. Vessels standing in too close to the land will lose the light altogether, but so long as the light is kept in sight, they will be in no danger until they are ten miles to the northward of it, when they will be approaching the Goodwin sands where on the tides set very strong. The anchoring ground in the vicinity of Double Island is very good, but of course on account of the strength of the tides, vessels should avoid as much as possible the risk of anchoring in such deep water.

COAST LIGHT-HOUSE ON THE KRISHNA SHOAL, GULF OF MARTABAN, IN LATITUDE 15° 36' 30" NORTH, LONGITUDE 95° 17' 45" EAST.

A light-house on screw piles in 3 fathoms at low water on the south-eastern edge of the above shoal, showing a fixed dioptric light of the second order. The focal plane of the light 60 feet above high water mark, visible 14 nautical miles. Rise and fall of tide 12 feet. H. W. at F. and C. XII hours. The light is cut off at W. S. W. to the westward, and at N. N. E. to the eastward, the centre of the light being south-east.

It is provided with a fog bell which, in foggy weather will be sounded at intervals of 30 seconds.

In making the light (the object of which is to enable vessels to round Baragu Point so as to avoid the dangers of the Baragu flat and Krishna Shoal) from the westward, a vessel should keep in not less than 7 fathoms of water to the southward, steering eastward until the light bears north-west and distant from 5 to 10 miles, then steering, according to strength and set of the tide, between north-east by north, and north-east 5 miles, to make China Buckeer Light-house off the mouth of the Rangoon river.

Vessels from the northward going south must not get into less than 6 fathoms of water when standing to the westward or bring the light to bear to the southward of S. W. by W. ½ W.

No vessel should approach within 5 miles of the light-house.

A vessel bound to the westward may steer in that direction after she has brought the light to bear north, distant 5 to 10 miles, taking care to keep in not less than 7 fathoms of water.

HARBOUR LIGHT-HOUSE ON CHINA BUCKEER, OFF THE ENTRANCE OF RANGOON RIVER.

Hitherto the entrance to the channel of the Rangoon River has been marked by a light-ship in 3½ fathoms of water. The light-house is situated on the high land of China Buckeer, which is generally first made by ships bound to Rangoon, and is about 3 miles north-east of the mouth of the China Buckeer river. It is built on screw piles, and the lower part being against a background of dark trees will be painted white. It is close to high water mark, but the sands at low water stretch 6 miles to the eastward of it. Ships must therefore keep well to seaward from it. It will bear a dioptric light of the first order, the upper and lower cupolas showing a fixed light, and the centre drum a revolving light attaining its greatest brilliancy once a minute. It can be seen 15 nautical miles from the deck or 17 nautical miles from the mast head of a ship. It is in latitude 16° 19' 30" North, longitude 96° 12' East.

HARBOUR LIGHT-HOUSE, NEAR THE EASTERN GROVE, OFF THE MOUTH OF THE RANGOON RIVER.

This light-house is also on screw piles, in latitude 16° 29' North, and longitude 96° 26' 30" East. It will show a light over an arc of 60°. It will be cut off to the eastward due south; 10° of this angle will show a condensed light, the centre of which will pass through the present position of the light-ship or in a direction south 30° west. This condensed light will be visible 16 nautical miles from the deck or 18 nautical miles from the mast head of a ship, and the remaining 50° of light 12 miles from the deck of a vessel. It is not intended to be a leading light into the river, but to prevent vessels, making the land or China Buckeer light, from running too far to the westward.

SAILING DIRECTIONS FOR MAKING THE MOUTH OF THE RANGOON RIVER.

Steer so as to make China Buckeer light bearing between N. by E. and W. by N. To avoid the Eastern Sands, a vessel should not go so far north as to bring the light to bear to the Southward of West; and to avoid the Western Sands, the Eastern Grove light-house must not be brought to bear to the eastward of N. N. E. ½ E. With China Buckeer light bearing west and Eastern Grove light bearing between N. N. E. ½ E. and North, vessels will be on the Rangoon pilot station (in the neighbourhood of which pilot vessels are constantly cruising), and should anchor until daylight, or until a pilot is obtained.

* Captain Philbrick and myself afterwards laid down these bearings on the chart, and I am happy to say it placed the Arabia in exact accordance with the calculated range of the Eastern Grove and the position of both lights as shown thereon.—ALEX. FRASER, Lieut. Colonel, R. E.

THE LATE LIEUTENANT COLONEL WILLIAM MCNEILE, C.S.I.

A PASSING appreciation of the solemn ascription of the Psalmist, "that in the midst of life we are in death" has nothing of the terrible force with which the truth appeals to our heart when it is exemplified in the fate of one whom we have learnt to love and revere. If the uncertainty of life be an evil, it is but an aggravation of that evil, when a life of public worth, with a future of more than ordinary usefulness, is brought to a sudden termination. Such a life has just closed at Dalhousie: on the 19th of May, Colonel William McNeile, Commissioner of Umritsur Division, died rather suddenly in that sanitarium.

In the midst of useful projects and years of great and good work still before him, he has been summoned away to those whom the pious ancients have well called *the majority*. He has carried to his rest the affection of those who were honoured with his friendship and the respect of all who knew him. In vain do we seek among his contemporaries for one who would not only fill his place in the roll of the service but also supply his loss to the State! To a force of character which inspired his administration with vitality, an individuality which distinguished his public acts with peculiar vigour, a freedom from prejudice which was beyond all praise and a desire to deal justly between man and man, Colonel McNeile united high social culture and intellectual gifts of that intrinsic character which an honest opponent seldom fails to respect. The death of such a man would, under any circumstances, be a public loss, but it amounts to almost a public calamity when we regard the political difficulties of the future and the capacities of those who are expected to meet them.

Whether we look back to his administration of the wild district of Khangurh, of the turbulent Jats of the Nurduk, or of the disaffected population of Loodianah, we discover in his public acts the undeniable presence of great intelligence, of thorough honesty and sustained energy. His hold of his charge was firm and unrelaxing, but it was not the rude grasp of simple physical force; it was not his policy to govern with a siege. Public confidence grew in him as a matter of course; there was no mischievous activity in his administration; no fear of unjust retribution; no dread of unscrupulous favourites; in his judicial character there was no apprehension of "judicial anticipations." No man was more patient with litigants and none less willing to foreshadow his conclusions before completion of inquiry.

Colonel McNeile was twice compelled by circumstances to leave the Punjab Commission, but he was twice induced to return to the province where his presence was indispensable. About two years ago the civil administration of our frontier was the subject of severe criticism both in and out of the Punjab; if we were writing on the vexed question of a frontier policy we should have warned Government against the danger of entrusting the border districts to weak men afflicted with strong ideas. When the public mind was drawn to the state of our relations with the wild tribes on the North, public opinion with unanimous accord indicated Colonel McNeile as the only man who was able to allay the periodical alarm which impotent attempts at coercion had so often inflicted on the public. But matters having once more settled down we are content to revert to the Walpolian policy of rest and thankfulness; if, however, we are again forced to action by those who have never disguised their contempt for our mistaken forbearance, we shall miss nothing more than the firm will and clear intellect of the man whose untimely end we are now deploring.

When the death of Mr. A. A. Roberts removed an able officer from the service of the Crown, the Supreme Government wanted virtue to recognize his successor in one whom a service still consistent of successful administration had declared the fittest man for the post. Had Colonel William McNeile been selected for the Court of the Nizam, the degrading shoe question would have received an early and a satisfactory solution and British honour would have been maintained with something like British firmness. His presence at Hyderabad would have imported no element of danger into our relation with that province, but it would have sooner or later revolutionized the policy of sufferance which has hitherto been extended to our representatives by the rulers of Hydrabad. While Mr. Roberts' successor was yet a secret to the public, it was remarked to one generally credited with the confidence of Government that Colonel McNeile's chance of success was, under the circumstances, a fair one; the remark elicited an absolute negative in reply, though the speaker relieved himself from the charge of official blindness by a candid admission that Colonel McNeile's appointment would have been the best that could be made.

On Mr. Simson's retirement from the bench of the Chief Court, Sir Donald McLeod strongly recommended Colonel McNeile for the vacancy, and it is only but fair to add that a better choice could not have been made within the strict limits of the two services. Owing, however, to the recommendation not reaching the Supreme Government in time, the public learnt with regret that the popular candidate was disappointed by an accident.

Colonel McNeile's administration of the Delhi division was a success worthy of all praise when we consider that it was achieved in the face of serious obstacles. His predecessor, Colonel Hamilton, was by no means an ordinary man, but unfortunately for his reputation some of his failings were as conspicuous as most of his virtues. He was incapable of moderation and impatient of opposition, his popularity was confined mainly to the influential and the wealthy classes, but as the Commissioner of a division which had only recently formed part of a regulation province he was unsuited to the charge by early training. By his strong support of certain well-meant but hardly legal measures he raised an unseemly opposition to official authority. The "ticket difficulty" was still dragging its slow length, the free and independent European interest was at war with the official body, and the Punjab Government was inundated with pamphlets, memorials and protests. On taking charge of the Delhi division, Colonel McNeile evinced his usual tact and good sense by ignoring the existence of the hostile Parties; he assumed towards the various interests confided to him an attitude conciliation, but of impartial yet dignified reserve. It was impossible for one so earnestly devoted to his work not to have heard and read much of the various troubles which had cropped up in the Delhi division during the incumbency of some of his predecessors, and it would be almost as impossible to believe that he had failed to form his own opinion of the character of those who had promoted the cause of evil, but such was his wise reticence that the public at large were ignorant of his sentiments nor did they ever court an opportunity for eliciting them.

Those who had been so active in irritating the public mind with dishonest reports were quite satisfied to accept the "position" created by him; they soon learnt to respect the man who would not condescend to provoke hostility, but who was resolved to give no peace to mischief doers. Without yielding either to friend or foe Colonel McNeile earned the respect of both; and such was the broad equity, the sterling honesty of his administration, that when he left Delhi, after conferring on his charge three years of uninterrupted prosperity, his departure was mourned rather than regretted. In the general growth of *sham* and false pretensions in high places and low, it is not possible to contemplate such a career as Colonel McNeile's without a feeling of honest pride, nor can we better close our remarks than with the expression of a hope that those who admired his noble character while the good man lived, will not fail to emulate its great qualities now that he is no more.—*Indian Public Opinion.*

OUTGOING PASSENGERS.

THE following passengers left Calcutta, per s.s. Simla, on the 5th instant:—

For Madras—Mr and Mrs H B Bell, child, and infant.
For Melbourne—Mr Henry Lane.
For Sydney—Mr Jas Wakefield.
For Suez—Mr James F Dickson.
For Marseilles—Mrs Hallway.
For Southampton—Mr R Wiles, Mrs Murray, Mr W Warthington, Mr Paul, Mr Jarvis, Mr H Moon, and Mr R Boardman.

SOLAR PHENOMENA.

TO THE EDITOR OF THE "PIONEER."

SIR,—Permit me to call the attention of your scientific readers to the present unusual disturbed state of the sun's disc. Disturbances of several kinds are now taking place on the surface of that luminary on a scale of the most gigantic character imaginable. Large black spots, compared with which our globe is an insignificant speck, of various shapes and ever-changing appearance, diversify his glowing hemisphere. Some of these split up into several smaller *maculæ*, or even vanish beneath the eye of the observer. Bright wavy *faculæ* start into view with the rapidity of thought, and soon disappear, only to be followed by others of a similar kind and equally evanescent. Lambent tongues of flame, of varied hues, shoot out with prodigious velocity, and to enormous distances, in every direction, from the sun's limbs. In fine, the entire visible surface is in a state of the wildest commotion, and lashed into furious tempestuous billows to a degree which stuns the imagination.

Whilst closely observing these striking phenomena yesterday from 5 to 6 P.M., I counted ten large and about *thirty small maculæ* at one time on various parts of the solar hemisphere. One large spot, near the south-western limb, divided itself into four smaller ones during my observation. Another, near the centre of the disc, threw out a circular penumbra, twice the diameter of the very black spot itself, which latter was more than four times the diameter of the earth. A group of small spots *(maculæ)* to the north-east of the latter, wholly changed their relative positions. And the appearance of the numerous *faculæ*, enlivened at intervals by the darting tongues of fire, was grand beyond description. My observations were made with a 3½ feet achromatic refractor, clear aperture of object glass 3 inches, and magnifying power about 45 diameters.

OBSERVER.

Mussoorie, 31st May.

A "CARNATIC" SUIT.

TO THE EDITOR OF THE "INDIAN PUBLIC OPINION."

SIR,—I feel it is only due to those gentlemen who have so kindly supported the efforts I have made to enable Mrs. Gilliland to recover damages from the P. and O. S. N. Co., that they should know what has been and is being done in the matter; and as the case is one of very general interest, I trust you will permit me to inform the public about it through the medium of your paper.

A reference to your advertising columns of the 24th ultimo will show that a sum of Rs. 2,107 has already been collected or promised. This, however, includes Rs. 515, part of a sum of about Rs. 1,000 collected for a "Gilliland Memorial," which was transferred to this object with the approval of Mrs. Gilliland.

As I stated in my original appeal, the expense is expected not to fall short of £500. It would perhaps, therefore, have been more prudent to have waited until this amount had been collected; but the advantages of an early decision of the case appeared so considerable that it was determined to institute it in anticipation of assistance which will, I feel sure, be eventually forthcoming.

The case has been placed in the hands of Messrs. Shaw and Fraser, solicitors, and proceedings have been formally instituted. The cause will be tried at Westminster before a special jury during this next Trinity term. Mr. Joseph Browne, and Mr. McMahon, M.P., have been retained as leading and junior counsel for the plaintiff.

I will only add that although the solicitors are very sanguine of a successful issue to the trial, there cannot but be considerable uncertainty as to the result of an action of this sort, and that I trust those who think I have done right in trying to get the liability of the company enforced will support me with their subscriptions, which will be made over to the Diocesan Board of Education at Calcutta, or disposed of as otherwise directed in the event of such damages being obtained as may afford the family on whose account I am interesting myself a fair subsistence.—Yours faithfully,

1st June. L. C. PROBYN.

SIR N. CHAMBERLAIN AND THE UMBEYLAH CAMPAIGN.

TO THE EDITOR OF THE "PIONEER."

SIR,—My attention has been drawn to the paragraph in your issue of the 10th instant, touching Lord Napier's speech at the Macleod dinner at Lahore. I have not seen His Lordship's speech, but, accepting the concluding sentence of your article as a supposed disapproval of Lord Napier's estimate of the Umbeylah Campaign, I am prepared to enter the lists with any of the informants, upon whose statements you have come to "*the idea*," that "had Sir N. Chamberlain displayed anything like the dash and resolution there he certainly has shown elsewhere, that very costly campaign might have been a matter of half as many days as it occupied weeks." I admit that a forward movement from the Umbeylah Pass into the Chumba Valley was *at first* freely advocated by some, to be as freely condemned by others; but I distinctly assert that those who held the former opinion soon had cause to congratulate themselves in having at their head a thorough soldier, and a *man of strong character*, who would not swerve from his resolve to imperil the safety of the small force under his orders, by making an onward movement *whilst unable to keep open communication with his base of operations*. He had not enough men for his purpose. Speaking from memory, I calculate that the force which originally entered the Umbeylah Pass was something over 4,000 men, all told—and all the heavy fighting and severe loss occurred before any material reinforcements arrived. It is not perhaps generally known, that the Government of the Punjab ordered Sir Neville Chamberlain to retire from the Pass, and that he distinctly refused to do anything which would sully the British arms and create untold difficulties. In this resolve he was nobly seconded by Lord Strathnairn and Sir W. Denison, the latter of whom had opportunely arrived at the seat of Government, finding a Council divided as to the proper measures to pursue.

Lord Napier was the then military member of Council, and his cognizance of all the circumstances gives him the very best opporunities of speaking *with full authority* as to the campaign.

It was Sir J. Garrock's good fortune to find himself at the head of 10,000 men fully equipped, and with heavy mortars at his command, in face of a beaten, humbled enemy, who had entered upon negotiations with the political officer. When I say beaten, I must be understood to mean, that they no longer assaulted the pickets as had been their wont; and it is a remarkable fact that, from the date of Sir Neville Chamberlain being wounded, when accompanying the 71st Highland Light Infantry at the recapture of the Craig, there were no engagements until the promenade to "Lalloo" and "Umbeylah" by a force strong enough to take the field anywhere, leaving still a strong garrison to defend the heights, which were vigorously attacked whilst Sir J. Garrock's force moved to "Lalloo."

Supposing for the sake of argument that the garrison had been beaten, is it wrong to assert that even with a fine force still in the field, the very gravest consequences would have resulted, and if this conclusion be correct, how much more serious would it not have been had Sir Neville Chamberlain descended into the Chumba Valley *en route* to Mulka, with a small force in face of the unbeaten powerful Bonair tribe and with *all his communications cut off*.

In my opinion no officer was ever more improperly accused of want of dash and resolution than the gallant General, who it was well known chafed under the enforced detention which his sound common-sense felt to be imperative; and it was most unfortunate for him that his wound prevented him continuing in the command, as there is every reason for knowing that he would never have consented to the ignominious patch work with which the military operations were brought to an end. At all events such is the confirmed judgment of

ONE WHO FOUGHT AT UMBEYLAH BUT NOT IN THE FRONTIER FORCE.

23rd May.

THE death of Prince Frederick of Wurtemberg is an event of some prospective moment to the Germany of the future, for it confers the heirship-presumptive to the throne of the moral little Suabian realm upon a young Prussian officer. Prince William, the only son of the deceased prince, and cousin once removed of the present king, is twenty-two years old, and has passed some time in the service of his Majesty William I. Like most of the German princes holding rank in the Prussian army, he is a loyal and devoted subject of his adopted Sovereign it is easy to apprehend how the influences brought to bear upon him during the most impressionable period of his life may actively affect the independence of Wurtemberg, and lead the docile to regal honours in that country. Of course his accession is a remote contingency, the present king being a man in the prime of life and enjoying excellent health; there is but little probability, however, that after twenty-four years' of disappointed marriage the Queen will present the King with an eldest son and heir. Hence, according to the common chances of humanity, Prince William will one day reign over the Wurtembergers; and but little opposition to the Prussianization of Southern Germany need be anticipated from an officer of Prussian Guards.—*Daily Telegraph*, May 14.

THE HOLKAR'S TERRITORIES.

THE following circular, dated from the Residency, Indore, has been distributed among the Government employés in Central India, and may perhaps be useful to any of our readers who are intending a visit to the territories of Holkar or his neighbours:—

"The undersigned is desired to warn all officers and subordinates of the Public Works, Postal, Telegraph and Railway departments, that when moving about on duty in the districts of the Central India Agency, it is particularly desirable that they should refrain from taking with them valuables of any kind, either in jewelry or clothing, or any excess of money. For such duties nothing more than the position requires should be taken.

"J. R. C. BRENELLY,
"Offg. 1st A., A. Gov.-Genl., C. I."

It may be as well to add that H. H. Holkar is not answerable for the disturbed and dangerous state of his domains. The dacoits of Indore seem to be as little afraid of Government as the brigands of Greece are of King George.—*Pioneer.*

INDIGO AND TEA.

THE recent rains do not appear to have improved very materially the prospects of indigo in Bengal. In Kishnaghur and Jessore they have been sufficiently heavy to permit of the long-deferred spring sowings, but only a very exceptional after-season will allow any good results from such late beginnings. In Malda, Moorshedabad and Bhaugulpore, the showers have been both light and partial, barely sufficient to save the standing plant and quite inadequate to sow upon. The case with Tirhoot is hardly as favourable even. In Chumparun and Chupra prospects are fair. Leaving Bengal, appearances in the N. W. Provinces and Doab are not unpromising.

As to tea, Cachar, which had been suffering severely from drought, has been relieved by a plentiful downfall, and while gardens in the North-West have been injured somewhat from hail-storms, the reports from Assam and Darjeeling are highly encouraging.—*Pioneer.*

THE BRINDISI ROUTE.

THE improvements effected in the Brindisi route will soon lead to its being made great use of, both for mails and passengers. The steamer which left Bombay on the 24th April reached Suez on the 6th May. The mails were sent through to Alexandria during the night, and the Brindisi steamer left at noon the next day, four hours before the P. and O. vessel started, and reached Brindisi at ten o'clock on the morning of the 10th, the run of 820 miles having thus been accomplished in 68½ hours, or at the rate of very nearly 12 knots an hour, and that against a fresh head wind. An omnibus was waiting on the wharf to carry the passengers and mails to the railway station, and a special train conveyed them to Susa, catching the morning train of the 11th over the Mont Cenis, so that the mails were delivered in London on the evening of Thursday the 12th, or on the eighteenth day after leaving Bombay. The mails by Marseilles were not delivered till the following Monday, or three days afterwards. Our correspondent adds, for the benefit of those passengers who do not care to go through with the mails, that a new hotel has just been opened at Brindisi, which promises to be one of the best in Italy. The railway from Brindisi to Naples will be completed in two or three months; at present there is a break of about three miles, through which, however, an excellent *service* of carriages is provided.

Passengers can now book through from London to Brindisi, starting every Saturday morning, the train being special from Susa. In this way a day is saved in the journey, and the mails bring the London papers of Saturday.—*Pioneer.*

THE EDUCATION OF NATIVE WOMEN.

A MEETING of the Bengalee residents of Lucknow was held in that city on the 27th May, to take into consideration the best means of imparting instruction to the female members of their families. The meeting was a short one, for the members had evidently assembled, not to air their English, but to act, and that promptly. Their aim was twofold,—(1) to condemn the present system; (2) to provide a better; and this aim was attained by the unanimous adoption of the following resolutions:—

I.—That this meeting is of opinion that the present system of imparting instruction to Hindoo females through the agency of Christian Missionary ladies is objectionable on grounds of religion, and accordingly desires to put on record its entire disapproval of the same.

II.—That this meeting deems it highly desirable to organize some better means for the promotion of Bengalee female education in this city, in supersession of the existing system.

III.—That, with a view to give effect to the 2nd resolution, a select committee be appointed to secure a respectable female teacher, on a suitable salary, determine the necessary books of instruction, and undertake the general management of the "Committe of Bengalee Female Education," to be hereafter organized.

IV.—That a copy of the proceedings of this meeting be forwarded to the ladies connected with the *Zenana* Mission, thanking them for their praiseworthy exertion to promote the cause of native female education, and conveying to them the deep sense of regret of the native community for being obliged, from *purely conscientious scruples*, to discontinue their instruction

INDIAN ITEMS.

THE Revenue Settlement of Oudh is now being fast brought to a close; in fact, the work of the Financial Commissioner of the province is reported as becoming so light, that it may, perhaps, soon become a question for our financiers, whether the post may not be advantageously doubled up with that of Judicial Commissioner.—*Pioneer.*

WE understand that Earl Granville has written out very sharply to the Ceylon Government regarding the inhuman treatment experienced in Colombo by the late Mr. Hall of the Madras Civil Service, and that the Government are at some loss for a reply. Dr. Willisford, whose name was brought prominently to notice in connection with the case, died a few days ago.—*Madras Mail.*

SIR WILLIAM MANSFIELD, we are inclined to think, has had the Irish command pressed on him. He is peculiarly suited for high position in a distracted country, for he is very unlikely to set himself out to become a favourite with any party, though all will learn to respect him. Going to Ireland probably keeps Sir William out of the House of Commons, but as probably will put him into the Lords, where mayhap he would rather be. Of Sir William's Indian army and personal staffs, there are Colonel, Longden, Major Flood, and Captain Byng at home.—*Mofussilite.*

ON Thursday, the 2nd instant, the case of the Crown *versus* O'Donoghue was tried before the Chief Court of the Punjab in its original criminal jurisdiction. The prisoner was accused of stealing an umbrella and a pair of boots, the property of Mr. Harward. Evidence was led to show that he had taken the boots from Mr. Harward's room but the prosecution failed to prove any dishonest motive in so doing. The two parties appeared to have been on sufficiently intimate terms to justify his taking the articles without fear of being blamed with stealing them. Mr. Boyle, barrister-at-law, defended the prisoner and made a good speech in [illegible] in the midst of which he was interrupted by [illegible] declaring that eleven of them had come to the [illegible] that there had been no dishonest motive [illegible] in the prisoner's procedure and that he was not guilty. Mr. Plowden however replied for the Crown, and the Court charged the jury unfavourably, but after a short retirement they returned the verdict they had already expressed and Mr. O'Donoghue was discharged. The case was a very paltry one, and might surely have been settled in the lower court without involving the unfortunate accused in such shame and hardship.—*Indian Public Opinion.*

A NICE little episode in private life has come to light during the week. A gentleman, who described himself as a civil engineer out of employ, takes the air in the Eden Gardens (Calcutta). In such weather as this he finds a bottle of brandy not at all a bad companion in his evening stroll. While listening to the strains of the band and sipping at his *eau de vie* he comes in contact with two gallant warriors from the Fort, who, noting loath, also partake of the refreshment obligingly tendered by their "civil" friend. The result is that in the course of the same evening the friendly engineer wakes to consciousness and finds that he is in the Fort, and under guard, having partaken not wisely but too well of the "refreshment" in question. Next morning some of that gentleman's property had gone amissing. After a while this was found in the possession of the two gallant sons of Mars, who had also done justice to the "refreshment." A short interview with his worship at the Police Court ended in these warriors being committed to take their trial at the sessions. The moral of this little bit of local history is —Don't take bottles of brandy with you in your evening walks, and beware of promiscuous company, when "Exshaw" is the only medium of introduction.—*Englishman's Weekly Journal*, June 4.

INTELLECTUAL ACTIVITY.

It is a sad though indisputable fact that among fairly educated persons there is not one out of ten who can [illegible] a train of thought vigorously to a conclusion. People generally light upon their conclusions as a butterfly flits upon a flower, they flutter about vaguely in all directions, and finally fold their wings over some plant more from the effects of fatigue than of due selection. Nor is it to be supposed that a dogma chosen in this manner is more lightly held to than one selected after rational deliberation. In fact fixity of opinion is generally in inverse ratio to the amount of thought which determines it. As a child one is constantly exercising the mind and keeping it fresh and active by means of the different processes of education and thus it is that as a child the imagination is always lively and the mind always deducing natural conclusions from observed phenomena. But when the [illegible] process stops (as it never should, but too often does) on arriving at manhood, all sorts of impediments gather together round the thinking machinery and the wheels get clogged with rust and extraneous matter of one sort and another. Men can no longer pursue steadily an argument from point to point, but wander about after it in the same desultory manner in which a dog follows his master, now shooting ahead of the conclusion, now lagging in the rear of the reasoning. We should account for this by citing the limited powers of the human mind did we not see such exceptions as teach us that the weakness is owing to want of methodical training, want of intellectual gymnastics. For there are prominently before the notice of the world persons, and classes of persons who may be likened to hounds that can follow the scent they wish to track with unerring certainty over hill and dale, morass and river until they fairly run down their prey to the death. Such are the great hunts that take place in the House of Commons. Here we see Mr. Gladstone in full cry after the fox, when all at once Mr. Disraeli with a loud "tally-ho" strikes off in a different direction after a hare, with a pack of disciples behind him.

A man may have a memory richly stored with facts, or an imagination fertile in illustration, without being able to carry on that process of the mind which we term thinking. Periodicals, in one shape and another, supply ready-made opinions and ready-made thoughts to the mass of the people. The *Daily Telegraph*, the *Edinburgh Review* and others supply the world with Whiggery; while the *Standard* and *Quarterly Review* do the same kindly office with their Toryism. No one is without his organ, even persons who have no fixed principles, *upon principle*, have the *Times* to look up to.

Just as some men develope certain muscles by industrious and never-failing practice for years,—as clowns and harlequins,—so do we occasionally see intellectual athletes who can perform miracles of mental activity in certain directions. These miracles are frequently just as valueless as the somersaults of a clown or the performances of a Sir Richard Temple. Perhaps no department of the brain is so capable of development as the imagination. The Paris correspondent of one of our contemporaries is the greatest *imaginative* athlete we can call to mind. We consider his performances equal to those of Blondin or Leotard. He supplies India with the conversations of Royal personages, the anecdotes of clubs, the witticisms of statesmen and the rumours of nations, all of which invaluable commodities are entirely or for the most part, the productions of his own glowing imagination. Such creative powers remind us of the gentlemen who can take baby-linen or gilt balls out of your hat to infinity. Some mental feats are really worth the trouble of acquiring. In India, perhaps, the most valuable is that trick by which you can make people believe in you. It is a faculty quite independent of other qualities or qualifications and frequently stands alone in a man, one solitary ray of light. By means of this, a person has been known to rise from a subordinate position in the army to a place in the Supreme Council. The great secret of acquiring this power is constantly to reiterate the cry,—"Lo here am I!" But some hit upon it by a kind of Darwinian selection. They turn over the contents of their brain and finding everything worthless or insignificant, except one lively little germ of self-appreciation, they cultivate this mustard seed until it becomes such a great tree that the world mistakes it for the tree of knowledge. These people always remind us of the wall, which natives are fond of building far above the actual level of their houses, meant to represent an upper storey that does not in reality exist.—*Indian Public Opinion.*

PROPOSALS AND REFUSALS.

(*John Bull.*)

"MONSIEUR," said a courtly Frenchman, when demanding the hand of a fair young lady in marriage from her father, "Je demande Mademoiselle vôtre fille Si-elle a de l'argent, cést bien; si elle a n'en a pas, c'est toujours Mademoiselle vôtre fille que je vous demande." This was a proposal of the old school, of that "haut école" (to use a circus phrase) which seems to be completely on the wane. Proposals in these days are not generally based on such unselfish principles or expressed in such highbred language. The thought of the proposer too often is, how much the lady will receive as a marriage portion, and whether the family will be an advantageous one to be connected with; while the object of the proposal, on her part, will speculate on the prospects of the gentleman, and consider whether, in the event of a richer suitor coming forward, she could find a loophole for dismissing the accepted one. However, where there is real love, based upon mutual esteem, be the couple young, old, or middle-aged, the "settlements" are not the one primary consideration in the ideas of the betrothed. A young and yet mercenary engaged couple is truly a terrible thing to see; but some allowance must be made for the indirect influences brought to bear on the occasion by essentially worldly parents and guardians. "Faults come thick where love is thin;" therefore, the less ardent the mutual devotion, the more numerous the so-called hitches which so often occur in the attempts to arrange a *mariage de convenance*.

As people advance in years and still contemplate matrimony, there is generally one who is eager for an establishment or marriage at any price—this being a course the lady; while the gentleman is not so anxious to be settled, unless he sees that considerable advantages would accrue from it, tending to his personal comfort or convenience. Proposals are not so frequently received by ladies after the sober age of thirty, and are therefore more eagerly grasped. A long engagement is at that time out of the question, as both lady and gentleman, we presume, are of an age to know their own minds. But when a man proposes to a woman over forty (if ladies ever do attain that venerable age), he has generally well calculated not so much her personal charms as those of her personality. The soliloquies of such a man over his cigar are in general much the same as the reflections of Mr. Alfred Jingle, after escaping, under pretext of getting the license, from the bony caresses of the Spinster Aunt. These thoughts found vent in three words—"Rum old gal."

We heard the other day of a curious refusal to an offer of marriage. A gallant captain proposed to a young lady when playing a game at bézique. Although she had no intention of accepting him, her only reply was a grin, substituted for the monosyllable—No; thus contradicting the proverb that "silence gives consent." The captain, in short, had to grin and bear it; and but for the confidences of the lady to an indiscreet married friend of her acquaintance, this little story would never have been known. We cannot say that the lady in her refusal emulated the manners of the French courtier, whose manner of demanding a young lady in marriage we mentioned at the commencement of this essay; but she certainly was no waster of words—a grand quality in woman.

A proposal from a man who is not only mercenary but penniless suggests much that is egotistical in his character, and one that would not argue much for the future happiness of the lady should she accept him. Such a man stops at nothing that panders to his own convenience, and pauses not to consider whether he can offer her a home and comforts in any sort of proportion to what she has been accustomed to in her parents' house, and has the vanity to think that his charms alone are sufficient to dispense with the trivial matter of a balance at his banker's. Supposing her to be an only daughter, or the last unmarried one, and no sons in the way, he may think her home a convenient *pied à terre*. Properly interpreted, this would mean that he is to be master of the situation, keep all the other members of the family at a respectful distance, and rule over the *ci-devant* master and mistress of the establishment, playfully calling them the "Old Birds." Let these antiquated fowls remember that, "Aves fetus adultos suæ ipsorum fiduciæ permittunt," and pause ere they resign the authority of their own home to the guardianship of such a man. There is something meanspirited in a man not wishing to make a home for the woman whom he has asked to be his wife, and he must be greatly wanting in self-respect who can submit to be entirely dependent on another's bounty.

There are cases in which people propose without the very smallest encouragement, their vanity so blinding them that they believe they can win without the trouble of wooing; but the faint-hearted class, even under encouragement, procrastinate and shilly-shally until the opportunity they have long wished for has passed away, and they have the mortification of seeing the prize they had long coveted appropriated by a more prompt and less timid suitor. There are those who believe in fate, and propose almost at first sight or on the very shortest acquaintance, risking their chance of refusal. Believing thoroughly with Marlowe, in his once popular poem of "Hero and Leander," that—

> "Where both deliberate the love is slight:
> Whoever loved that loved not at first sight?"

Treating of refusals, it is both heartless and dishonourable in a woman to encourage and draw on a man to make her an offer which she has no intention of accepting, and when she merely wishes to swell the list of her suitors or to boast of the number of conquests she has made. But people do anything now-a-days—break off engagements, make fresh proposals, do not take refusal of any kind as *sine die*, and conduct such affairs without principle, without rule, without veracity. We lift our hands regretfully, and say, *O temporæ! O mores!*

A PHILANTHROPIC "KETTLEDRUM."

AN afternoon party, with a special purpose, was given on May 12 at Stafford House. The friends of the Gentlewomen's Self Help Institute were fortunate yesterday in their place of meeting, in their advocates, and in the distinguished company assembled to further the objects they have in view. At the invitation of the Duchess of Sutherland, about a hundred and fifty ladies and twenty or thirty gentlemen met at Stafford House at three o'clock in the afternoon, there to hear from the Earl of Shaftesbury, Mr. Samuel Morley, M.P., Sir R. Anstruther, Dr. Cumming, and other speakers, of the good work being done by this institution, and of the urgent need it has for enlargement. Mr. Samuel Morley explained the painful destitution to which the wives of clergymen, barristers, military and naval officers, and professional men are necessarily reduced when bereaved of their position and emoluments are such as to enable them to make provision for those dear to them. To teach women in this piteous case "to turn their natural or acquired abilities to account," and to thus "place self-help within their reach," is the object of the institution, on whose behalf the Duchess of Sutherland invited a number of influential people to spend yesterday afternoon at Stafford House. The first portion of the proceedings were not unlike an ordinary public meeting, save for the preponderance of shawls and bonnets among those composing it. At the foot, on the first stage of the staircase leading from the hall—which is one of the very finest in London, exceeding that of the Reform Club in size and rivalling it in beauty—was a table at which the chairman, Lord Shaftesbury, sat, and on each side of which were gentlemen taking an active part in the affairs of the institution. In front of this table were long rows of chairs, all occupied, while on the stairs, by the openings of the side corridors, and peeping from the gallery above, were gentlemen and ladies for whom there was not room on what we may call "the floor of the house." After the chairman had formally opened the meeting, Mr. Samuel Morley, M.P., Dr. Cumming and Sir Robert Anstruther explained in turn how necessary it was that some such institution as the one under discussion should exist, the last speaker diverging into a diatribe against the insufficient education given to the women of England. A little music, a little fancy work, a little smattering of many things, none of which they could do well, represented, so far as we understood him, the knowledge possessed by the "conventionally educated and accomplished women," according to Sir Robert Anstruther. It would have been interesting to have heard some of the ladies present on the same subject; but a smiling acquiescence being the only practice they gave, we were driven to the conclusion either that they accepted the impeachment as true, or that they regarded it favourably as an artistic heightening of the exigencies of the case. For the more complete the helplessness of women left in impoverished circumstances, the more urgent the need of teaching them self-help; and the following resolution to which the several gentlemen spoke, was carried by acclamation:—"That the objects of the Gentlewomen's Self Help Institute are in the highest degree deserving of support, as tending to the aid and relief of a class who are peculiarly unfitted to cope with the adversities in which they are suddenly and unexpectedly find themselves placed, and that a committee be formed to secure to the institution a more permanent footing." The present institute is situated at 20, Bessborough-gardens, and is under the superintendence of Mrs. Una Howard, and one of the "ladies' committees," which Archibald used to praise so highly while its immediate patrons include, besides the Duchess of Sutherland, the Dowager Countess of Dunmore, the Marchioness of Westminster, the Marchioness Townshend, the Dowager Countess of Westmorland, the Lady Anne Sherson, the Lady Henniker, and Mrs. O'Self. At the house in Bessborough-gardens are rooms devoted to the reception and sale of articles made by ladies in reduced circumstances, and other rooms where free lessons in photographic colouring and other branches of art are given. It is satisfactory to know that a considerable number of pupils have received a practical money-earning education there, and that several of them are at this time making a comfortable livelihood in consequence. The institute has also a sale-room for the disposal of ladies' handiwork, and it is now crowded with articles of every description. Those wanting, or who are able to spend money on what they do not absolutely want, might do worse than drive to Bessborough-gardens, there to look over, and perhaps to purchase, the oil paintings, drawings, modelled waxwork, lace, wool-work, embroidery, baby clothes, and fancy work, of all of which it has a plentiful supply. Baby linen and under-clothing can, it was asserted yesterday, be purchased at the institute as cheaply as in the ordinary shops. It will be seen that, as its name implies, the society now asking to be placed on a permanent footing works strictly on the principle of helping people to help themselves. Any poor lady wishing to share its advantages must furnish references as to her respectability and to her being a gentlewoman by birth and education. When these are approved by the ladies' committee, the candidate must procure a nomination from a subscriber to the institution of a guinea a year. Any of our readers, therefore, who number among their acquaintance ladies who have fallen into poverty, may give them an opportunity of earning money by paying a guinea a year to this institution, and by giving them the nomination that guinea buys. But a visit to Bessborough-gardens, and a chat with Mrs. Howard will do more to bring the benefits of the society before those who are either willing to help it on abstract grounds, or who are wishful to be of service in particular cases, than anything we can write. Its avowed motives and *raison d'être* are to do good to a class than which none "can be in a condition more terrible, none can be from previous circumstances more helpless, none can be more sensitively from the slights and miseries that attend poverty and dependence."

After votes of thanks had been proposed to the Duchess of Sutherland and to Lord Shaftesbury, the business proper of a kettledrum began. Giants in livery handed tea and coffee, biscuits and cakes. The company strolled through the picture gallery and drawing rooms, or formed into little knots for social chat. The magnificent collection of paintings, the long suite of noble rooms, the view over the Stafford-house gardens into St. James's-park, and the palatial proportions of the mansion, the exquisite statuary and choice works of art with which it is filled, were admired in turn or passed by as familiar. But the great object of the gathering never seemed lost sight of, and people well known in the religious and charitable world were to be recognised at every turn. Besides the noblemen and gentlemen already named, there were present the Duke of Sutherland, as host; the Right Hon. W. E. Gladstone, M.P., who sat for the whole of the former portion of the time; who left before the tea and coffee and the gossip; Mr. George Loch, M.P., Lieutenant-Colonel Mannington Butler, and Mr. M'Garel; while among the ladies were Mrs. Dudley Baxter, Mrs. Charles Reed, Mrs. Lusk, Mrs. A. F. Thistlethwayte, Mrs. Charles Gilpin, and Miss Bolkin. When we left there was a perfect block of carriages in Cleveland-row and in the open space by Stafford House; and if external evidence is to be trusted, the heart of many a poor bowed-down gentlewoman will be gladdened by the successful kettle-drum of yesterday afternoon.—*Daily News*, May 13.

MR. SOTHERN'S VARIATION OF AN OLD SCENE.—During the recent visit of Mr. Sothern to Edinburgh, he was asked out to dinner by the officers of the 17th Lancers. Before she wine was cleared off the table, the officers pressed Mr. Sothern to perform a part of one of his characters, which, of course, he very naturally declined. They continued, however, to press him so much that he reluctantly consented, and commenced the drunken scene from David Garrick, when, to the astonishment of all present, he swept the cloth clean off the table, smashing glasses, decanters, plates, &c., wholesale,

THE NEW HALL OF THE INNER TEMPLE.

THE new hall of the Inner Temple, which will be opened to-day (May 14) by her Royal Highness the Princess Louise, accompanied by his Royal Highness the Prince Christian, stands upon the site of the old hall of the same Inn, but is of much larger dimentions. The old hall was originally built by the Knights Templars, probably in the 13th century; and on the banishment of the Order by Edward II., in 1312, was granted to the Knights Hospitallers of S. John of Jerusalem, from whom, in the reign of Edward III., it was rented by a body of barristers, whose representatives have held it until now, after having become its actual proprietors on the abolition of the Hospitallers in the reign of Henry VIII. Dogdale, in his *Origines Judiciales*, states that in his day there were windows in the Hall of the time of Edward III.; and although these have long since disappeared, there were vaults under the building just demolished that were referred by archæologists to a period still more remote. The work of successive repairers or restorers had destroyed nearly all that was characteristic of this venerable antiquity, leaving a structure which was not large enough for the requirements of the Inn, and which the Benchers at last determined to remove and to rebuild. The new hall is of Gothic design, and is from the plans of Mr. Smirke. Externally it is a handsome and well-proportioned building, although these beauties are much concealed by the mean structures which surround it. Internally, it is 93ft. long by 41ft. wide, lighted by lofty windows on each side, by a single great window at the west end, and by an oriel window at the south-east angle. At the eastern extremity there is a dais, and at the western extremity a screen, over which is a gallery. The roof is of Gothic design, in dark oak, and is supported by six arches resting on corbels, decorated by carved angels supporting shields, on which are painted the Royal Arms of England as they have varied from the time of Queen Elizabeth until the present day. The arches themselves are decorated by carved pendants relieved by occasional gilding. The windows on each side of the hall are transomed, each having three lights in two tiers, and all destined to be filled with designs in stained glass. The three lights of the upper tier in each window are to be reserved for the figures of eminent personages connected with the history of the Temple, a king or queen always occupying the central light. The lower tiers will be devoted to representations of events in which the personages in the tiers above have taken part. Only one of these windows, the most easterly on the south side, is as yet completed. On the upper tier the central light is occupied by King Henry I., the western light by Heraclius, Patriarch of Jerusalem, the eastern light by William Mareschall, earl of Pembroke. In the central light below is depicted the crowning of the King's children in the ill-fated White Ship, in the western light the building of the Temple Church, and in the eastern light Templars in action with Saracens. The Oriel window is filled with coats of arms on quarried fields and coloured borderings. It contains 22 shields, of dates ranging from 1466 to 1818, commencing with the arms of Thomas Littleton, and concluding with those of Lord Tenterden. Among other historic names here commemorated are Sir Christopher Hatton, Sir Edmund Coke, and Lord Thurlow. It is intended to fill the great west window with two subjects from English history relating to the institution of laws; but these subjects, and those for the remaining side windows, have not yet been fully decided upon. Beneath the windows is a white stone string course, ornamented with gilded patteras; and below the string course a doubled row of shields, bearing the arms of all the successive readers of the Inn. The long list commences with the name of Littleton, in the time of Henry VI. The second shield is dated 1509; and from thence to 1870 the chain is uninterrupted. Below these shields there is an oak panelling of very effective design, the panels being separated by light oak buttresses surmounted by carved pinnacles. At the eastern end the upper part of the space above the panelling is occupied by an allegorical painting by Sir James Thornhill, representing Pegasus striking with his hoof the mountain of Helicon, from which Hippocrene, the stream of the Muses, issued in response to his blow. Queen Elizabeth granted to the Inn a coat of arms, in which Pegasus is the charge, and the picture was designed to illustrate the heraldry. Below it are ten full length portraits, arranged in two rows of five, and containing five crowned heads and five lawyers. The central figure in the lower row is Lord Thurlow, by J. Phillips, R.A. Above him is Queen Anne, with William and Mary on her right and left, and George II. and Queen Caroline below them. The royal portraits are all by Kneller. The remaining lawyers are Coke (Vansomer, 1616), Littleton, Sir Martin Wright, and Lord Chancellor Hardwicke. The screen at the west end of the Hall is formed by a continuation of the oak arches of the panelling, the panels themselves being replaced by glass ground in a pattern, with conventional roses and triplet leaves. The character of the gallery is at present concealed by the scarlet cloth with which it is hung for the ceremony. The Hall is lighted by six sunlights in the roof and by six cross arm burners projecting from the walls. Two of the outer entrances are adorned by carved oak doors of venerable antiquity, one of them dated 1575, and both preserved from the former Hall. They are decorated by allegorical male and female figures carrying serpents, and by borders with lutes, weapons, flowers, and fruit. The dais is very slightly elevated above the general flooring, which is of polished oak, with gratings marking the places of pipes for heating.

Looking at the work as a whole, it is one of undeniable merit and good effect. The dark oak ceiling is sufficiently relieved by the [illegible] and the walls are gilded to relieve its gloom. The coats of arms, rich with colour and with gold, and falling on the line of sight, will hereafter afford a pleasant resting-place for the eye, between the stained glass above and the panelling below. The windows, if we may judge of them from the completed specimens, will be of singular beauty and fitness; and the new Hall seems likely to be in all respects worthy of the associations which crowd around it, and of the dignity of the calling to which it will be appropriated. To construct a new building which yet forms a link with so much of the past is in itself no easy task, and the Benchers may well be congratulated on the success which has attended their efforts and on the skill and taste with which they have been served. We have already mentioned Mr. Smirke as the architect. The builders were Messrs. Trollope, the stained windows have been executed by Messrs. Clayton and Bell, and the heraldic decorations by Mr. Bishop, of St. Benet's-hill.

At the ceremonial to-day her Royal Highness will be received at the entrance of the Hall by the treasurer, Mr. P. A. Pickering, Q.C., and the Benchers, and conducted through the Hall and to the Library, where an address will be presented. Her Royal Highness will then return to the Hall for a *déjeûner*, at which the Lord Chancellor, Mr. Bruce, Mr. Lowe, Mr. Goschen, Mr. Childers, and other distinguished guests are expected to be present.—*The Times.*

THE PLEBISCITE—DISTURBANCES IN PARIS.

PARIS, WEDNESDAY, MAY 11.

THE disturbance of last night was in reality a great deal more serious than it looked. I passed two hours within a stone's-throw of the Place du Chateau d'Eu, being a great part of the time on a terrace that commanded a view of the barracks, and afterwards drove and walked all about the district without seeing anything more fearful than occasional charges made by the troops. Every now and then there was a stampede; the crowd seemed infected by a panic, and men took to their heels and ran away shrieking, as though they were old women escaping from a mad bull. We laughed heartily at all this; but in truth it was not altogether a laughing matter. In one of these charges a man was killed by a sabre cut. The body was carried off to the Hospice St. Louis, and it was not immediately given up, lest it should be borne about after the manner of February, 1848. There is nothing so certain to excite the passions of the populace as the sight of a corpse borne along in triumph. It was a shrewd device on the part of the revolutionary faction to carry along the uncovered body of Victor Noir; and had not Rochefort been overcome by a momentary fit of weakness, kindliness, or discomfiture, by what you will—but the final arrest of Prince Bonaparte's victim would have been attended by terrible bloodshed. Many were seriously wounded in the skirmishes, which, I must confess, looked to me to be harmless enough. The *casse-têtes* carried by the police are serious things however, to say nothing of the sabres used by the cavalry, and the gravity of some of the wounds inflicted has this morning been verified beyond the shadow of a doubt. Some of the people hurt were attended to in the adjacent surgeries, and the number of those who afterwards recovered sufficiently to be taken to their homes will probaly never be known. It is unfortunately more often the lookers-on than the insurgents who come in for the blows. An insurrectionary cry is raised, a charge is made upon the crowd, the rioters run for dear life, but the idlers, conscious of their innocence or ashamed to scamper off, are the victims of the soldiers' rage. They do not deserve much pity, however, for they have no business there. If a well-meaning man comes to grief under these circumstances, "Fallait pas qu'il y aille" is the only requiem that can be sung over his grave. But it was not the civilians only who were hurt last night. An officer of the line walks up the Rue du Faubourg du Temple; he is asked by a bystander if he is come to defend the people. "I am here to do my duty," replies the Lieutenant, and the next moment his hand is shattered by a bullet from a revolver. The assailant is, of course, arrested and carried off. A huge stone is hurled by some unknown person at a sous-brigadier of the sergents-de-ville; his head is cut open, and he is carried to the barracks in a dying state. The strange infatuation of the rioters in choosing the open square in front of a barrack fortress for their manifestations is explained by the hope they entertained that the two regiments supposed to be disaffected would open the doors to them and join the people. But they reckoned without their formidable host. I am informed on the best authority that many of the soldiers who voted "No" have declared that they were misled, and have offered to prove their error. As a matter of fact, it was these very regiments that were employed on Monday to clear the mob, and I can testify, as an eye-witness, that they did it with a will. They were doubtless forbidden to use their bayonets; but I have never seen such tremendous blows dealt as they dealt, right and left, in the pursuit of the flying people. They did not advance in file, remember, but ran out singly, each picking out one man for pursuit, just as our English policemen do when they make a sortie from a station whence a rescue is threatened. The quiet self-command of the officers is fully equalled by the wonderful temerity of some of the rioters. I am assured that, at eight o'clock last night, eight insurgents suddenly attempted to disarm a sentinel at the Prince Eugene Barracks. The soldier called for help; his companions rushed to the rescue, and were about to fire, when a Lieutenant of the name of Filobert called out, "Haut fusils!" —Shoulder arms!—and the eight men were arrested without bloodshed. All this happened so quickly that although I was actually passing by the front of the barracks at the time, I saw nothing of it. There must have been many thousands on the *place* at that moment, and had the soldiers fired, their example would probably have been followed by others, and much bloodshed would have ensued. I repeat that I cannot vouch for this incident, as I did not see it, but I am assured that it is true. To-night, I am happy to say, there is at least one chance of order being maintained. It has just begun to rain. I am sorry for myself to lose the glorious blue skies that have brightened the events of the past few days, but never have I felt greater satisfaction in seeing the heavens overclouded. After all, the lookers-on perform a considerable part in popular insurrections; they increase the disorder, and seriously hamper the action of the authorities. To-night the whole of the disturbed district will be enclosed in a net. The real rioters will not be stopped by rain, nor will the military. Should any disturbance take place in Belleville, it will be suppressed in a summary manner. But the rain will, at least, scatter the idlers of the Château d'Eu even more effectually than grapeshot.

PARIS, WEDNESDAY (MIDNIGHT).

The rain, I doubt not, has had a considerable effect in damping the ardour of the rioters. There is nothing to which they have so great a repugnance as water. They do not object to take it internally if it is duly diluted with spirit, but they cannot endure the external application of liquid even when it takes the healthful form of genial rain. Nevertheless, I am inclined to think that for the tranquillity that reigns in Paris to-night we are chiefly indebted to the extraordinary precautions taken to prevent any disturbance from spreading beyond the narrow street in which it might originate. I was prepared by information obtained this morning from head-quarters for a resort to strong repressive measures to-night; but I was not prepared for the obstructive attitude obstinately maintained by the military force. I must be excused for speaking egotistically, because in this city of *canards*, in this eminently duck-cultivating and duck-shooting place, it is not safe to mention a fact which has not been verified by one's own eyesight. The fate of a *confrère* corresponding for an American newspaper warned one to take every possible precaution. He was arrested last night in a crowd, was instantly incarcerated, and obtained release, after a long delay, only through the accident of having about him an authorisation to visit *en amateur* a prison with which he was doomed to make compulsory acquaintance. I spared no pains this morning to obtain, either from the police or from the military authorities, a permission to pass the lines drawn round the dangerous district. But all entreaty was ineffectual. The police said it was out of their province, and the military declared they had no power. Both gave one clearly to understand that any idiot who ventured into the neighbourhood went there at his own risk. They refused point-blank to authorise, even by implication, the presence of any stranger within their gates. So I had to trust to the chapter of accidents, and, after dining at Brébant's with the vague hope that the row might spread thus far, I proceeded to the scene of action. The boulevards were much more crowded than usual, and the knots of blouses became more frequent and more dense as one journeyed westward. The slow progress of the *coupé* was soon altogether arrested; for exactly opposite the Théâtre des Folies Dramatiques, and some distance, therefore, from the barracks, was ranged a line of light cavalry in close order, sabre in hand and carbines slung across their shoulders. They occupied not only the roadway, but the pavement, and formed a living barrier that was obviously not to be broken. The people kept for the most part at a very respectful distance, and everybody who offered to pass was peremptorily ordered off. In vain did poor fellows plead that they lived on the *place*, and only wanted to go home; in vain did they supplicate for an escort. The men were inexorable; their *consigne* was to let no one pass. Getting out of patience, they were already turning the horse's head—my appeal to the officer on duty proving futile—when I bethought me of a certain autograph that I had in my pocket, which happened to contain the magical words, "Laissez passer." The document acted like a charm, and a passage was instantly opened. The line of cavalry once passed, there was literally not a human being to be seen from one end of the immense *place* to the other. Even the long balcony of the house, opposite the *caserne*, which every night has been filled with people, was empty, and not a light was to be seen in any window. There was a remarkably strong cordon of cavalry at the head of the broad thoroughfare leading down towards the Seine; and it was dimly apparent that the Boulevards du Temple, du Prince Eugene, and Magenta were guarded with equal strength. Immediately in front of the *caserne* was massed a strong force, the men here standing beside their horses, and the constant glistening of swords in the obscure distance, wherever the eye travelled, told one that every inch of the circuit was invested. But in the interior of the immense square, widened to its extremest limits by the extended line of cavalry, not a living thing was to be seen. The gas-lamps gave but a faint light in the murky rain-darkened atmosphere, and the intense solitude and stillness of the place, after the brilliant, busy, crowded boulevards I had just traversed was literally appalling. The occasional galloping past of a soldier sent to find out who the intruder could be only made the prevailing death-like calm more startling. But not even a *laissez-passer* was found to sanction loitering, so I had to mention Bonvallet's as a destination. There I heard will stories of fighting in Belleville, which, although I did not believe them, were sufficiently circumstantial to induce one to try it on your self to the truth; so back to the place I went. Meanwhile the troops had been massed nearer the barracks, the sham permission was more severely scrutinised, and there was somewhat more difficulty in getting leave to pass. At length permission was given, and the injunction to be careful, and with a special recommendation to the coachman to look out that his carriage was not turned over into a barricade. But the Rue Faubourg du Temple, generally crowded, was simply lifeless, and neither on the one side, where the *caserne* raises its massive walls, nor on the other, where open cabarets usually invite the passer-by, was a light to be seen. On the bridge of the canal which intersects the street was a body of troops of the line, and a little beyond, just where the barricade of Monday was thrown up, was a larger detachment. "On ne passe pas" was bellowed out, but after a parley with the "commandant," who again examined my wonderful "open sesame," we were allowed to go on. Here a few blouses were standing about, but there was still a death-like stillness about the place. At very point were two streets, each with a small body of soldiers, and every where I heard the same story that there had been no fighting, and no barricades. But now the coachman began to grumble, so I had to consent to his making a détour back to the Place du Château d'Eu. This time we passed the front of the barrack; and here it looked more warlike than elsewhere. The *caserne* itself was as dead as a dead wall, but the cavalry, in their long white coats and tall fur caps—some mounted, some standing at the horses' heads—looked thoroughly picturesque. By this time the side-circulation between the Boulevard du Temple and the street of the same name had been restored; but, with this exception, the *place* was still rigorously kept clear, and nothing was allowed to pass towards the Boulevard St. Martin. Indeed, it needed all the energies of a cocked-hat official, awed by the Ministerial document and mollified by tobacco, to induce the officer in command to let us once more go through the cordon we had just traversed. Up to this time no police had been visible, and their reappearance on the scene was, in itself, a sign that no great danger was to be apprehended. On the raised pavement, near the Ambigu Comique, was an immense crowd of idlers, who took to their heels whenever a sabre glittered or horse neighed; and all along the Boulevards, as far as the cluster of booths about the Variétés, a host of promenaders defied the misery of a drizzling rain. It was an inexpressible relief to emerge from the strange, weird silence and darkness of the Place Prince Eugene into the bright, bustling streets. The transition was as sudden as a change of scene on the stage; Paris in a state of siege, with arms piled, and silent troops on the alert; Paris, with its chattering pleasure-loving populace pouring out of the theatre, and swarming into open cafés, as brilliant as gas and quicksilver can make them.

I must again remark that here I have described only what I have seen, and repeated what I have heard from the officers on duty. They again could give me only their own personal experience. For all that they know, and for all that I know, there may have been barricades, assassinations, and massacres, to-night to any extent. In Paris one cannot believe anything upon hearsay. For this reason I have said little about the events of last night, though I have every reason to believe they were most serious. Many were wounded, some, I fear, mortally, and hundreds were imprisoned. I do not, however, think that there has been any actual disturbance to-night, and I am strengthened in this view by hearing a report that, on the return at a slow pace soon after I came home, that is to say, about one o'clock. Riots always last three days in Paris. To-day is the third *journée*, and it is to be hoped that it is now all over. At any cost this senseless rioting must be stopped. The Government has acted with infinite prudence, the military with splendid self-control; but it cannot be permitted that wretched, unprincipled, cowardly ruffians should any longer foment discord, disgust civilians, irritate the army, arrest all enterprise, and convert the centre of an active, intelligent population into a very city of the dead.—*Daily Telegraph.*

WE understand that the report of Captain Vivian's committee on promotion in the Royal Artillery and Royal Engineers will be presented to the House of Commons before the 1st of August. Lord Cardwell will thus have an opportunity of redeeming his promise to take measures during the present session to relieve the existing stagnation in those corps. What the recommendations of the committee will be we are unable to state, but it is improbable that the existing unsatisfactory system of promotion by £600 a year retirements will survive, although no doubt the vested interests of the senior officers will be properly considered. We shall be much surprised if the scheme which is proposed to replace the present arrangements be not based upon the principles which were laid down by Mr. Childers' committee, and which include a compulsory retirement from regimental duties at about sixty years of age, with the introduction of a graduated scale of retirement, under which officers of a given service will have an absolute right to retire, with the option of remaining on for increased pensions. We trust, too, that the committee will be found not to have overlooked the necessity of providing for the removal from the corps of some of the older subalterns—not by the harsh and injudicious process of compulsory retirement, but by means of small retiring bonuses, which the officers will be free to accept or not as they please. Unless this be done, no system of retirement can work satisfactorily, for it is evident that a seniority corps which has a quantity of subalterns older than its captains is in an unhealthy and unnatural condition, and must remain so, however rapid and satisfactory the flow of promotion which may be established, until the ages of the several ranks are restored to something like their proper succession. Things have now reached a pass in the two corps concerned which causes the report to be awaited with anxiety.—*Pall Mall Gazette*, May 13.

GOLDSMITH'S WORK.—The progress of fine art manufacture in this branch of trade is strikingly exemplified in a little work published by J. W. Benson, of 25, Old Bond Street, and of the City Steam Factory, 58 and 60, Ludgate Hill. It is entirely composed of designs (by Italian, French, and English artistes) of brooches, Bracelets, Earrings, and other articles, suitable for personal wear, or Wedding, Birthday, or other presents, with their prices. Mr. Benson (who holds the appointment to H. R. H. the Prince of Wales) has also published a very interesting pamphlet on the Rise and Progress of Watch and Clock-making. These Pamphlets are sent post free for two stamps each, and they cannot be too strongly recommended to those contemplating a purchase, especially to residents in the country or abroad who are thus enabled to select any article, they may require, and have it forwarded with perfect safety,

BRIGANDAGE IN SOUTH AMERICA.

A HORRIBLE story of brigandage reaches us from Chili. Don Gomez y Lagoberon, a famous bandit captain who, from his fastnesses in the Sierra Profunda, has long defied the Chilian authorities, was recently pursued, with the brigands under his command, by a body of troops; which succeeded in cutting him off from his followers, and driving him to take refuge in a cavern situated near the summit of one of the lofty mountains constituting the above-named range. In this cavern he had concealed a female captive, whose husband he had robbed and slain, and whom he had for some time compelled to live with him as his mistress. The soldiers made several attempts to reach the entrance to this cavern, to which there was only one means of access—a mere mountain goat-track; but Lagoberon, a man of gigantic stature and Herculean strength, rolled heavy rocks down upon them, and succeeded in beating them off, after several men had been severely injured. The officer in command, unwilling to sacrifice his troops uselessly, resolved to starve the bandit out, and "sate down" before the place. After two days' blockade, however, the soldiers grew weary of so tedious and humiliating an expedient